

Navy News

PLAIN ENGLISH CAMPAIGN AWARD WINNER

DECEMBER 1999

80p

OUR GRAND PRIX WIN

NAVY NEWS has been voted best British entry in a Europe-wide newspaper awards competition. We were also runners-up in the final of the contest – the 1999 Grand Prix of the Federation of European Industrial Editors at Gothenburg in which there were 179 entries from ten countries. First place was taken by the German publication *Bahnzeit*.



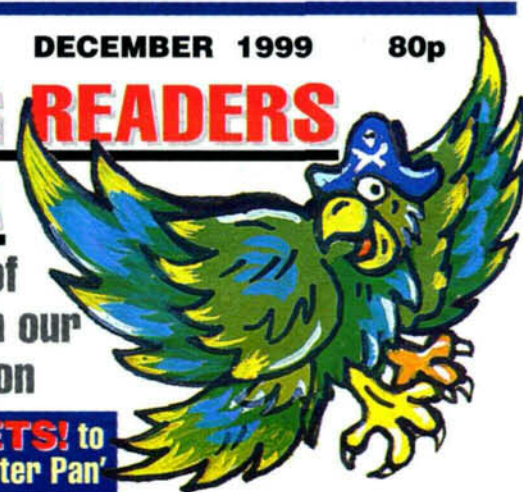
Bright Star raises desert storm

pages 22-23

YOUNG READERS EXTRA

Four pages of festive fun in our centre section

WIN TICKETS! to Legoland and 'Peter Pan'



WELCOME ON BOARD FOR MILLENNIUM!



● HMS Westminister – TV cameras will be on board her at Greenwich for the BBC's Millennium show.

Westminster chosen as host for TV show. And Year 2000 task group to tour the British Isles

HMS WESTMINSTER has been chosen as the BBC's anchor-spot for their live TV coverage of the advent of the new Millennium.

The Type 23 frigate will be berthed at Greenwich on New Year's Eve during which broadcasts will link up Service families and Royal Navy vessels around the world.

The Tele marathon over the New Year will also include an interview with the First Sea Lord, Admiral Sir Michael Boyce.

An estimated one billion viewers across the world will witness through their TV screens the Royal Marines Band Plymouth's Beat Retreat ceremony on the Hoe to mark the old Millennium's last sunset on the British mainland. The performance is planned as the highlight of a spectacular celebration there.

The Navy's contribution to the celebrations has been scaled so as not to impact on operational commitments, nor to unduly disrupt its members' own plans for spending time at home with their families.

But, says a Navy spokesman: "The Millennium celebrations present an excellent opportunity to raise the RN's profile, and full advantage is being taken of that opportunity."

"Many, many requests for support for events have been received by the Ministry of Defence, and a central committee has been set up to co-ordinate those bids."

For the past year a Naval working group has been planning participation and deciding priorities so that the RN programme will roll throughout the year in a huge range of national and regional activities.

In May-July a round-Britain deployment of Royal Navy vessels – UK 2000 – is planned, including at times an aircraft carrier.

Built around a Joint Maritime Course exercise, the group will conduct a co-ordinated series of port visits and sea days. In support will be the RN Presentation Team, a Royal Marines band and recruiting displays.

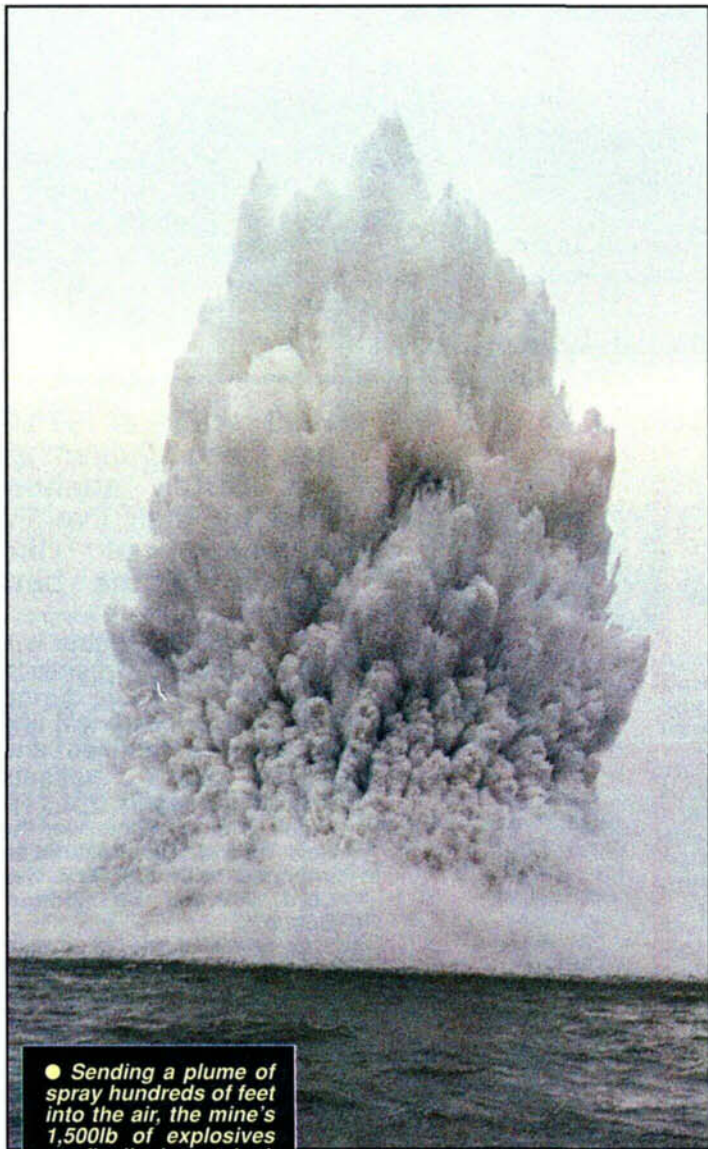
The Navy will also be playing a prominent part in the Millennium Youth Games, which, after the Dome, is the Government's second priority celebration to mark the year 2000.

Grand finale of the games will come on August 17-20 at Southampton's extensive Outdoor Sports Centre, with accommodation for 6,000 participants

■ Turn to back page

NAVY EXPERTS DESTROY DANGEROUS RELICS OF WAR AT HOME AND ABROAD

DIVER'S RETURN TO FUSED MONSTER MINE



● Sending a plume of spray hundreds of feet into the air, the mine's 1,500lb of explosives are finally despatched.

A NAVY diver had the tricky task of having to return to one of World War II's most feared mines after the fuse being used to blow it up had failed.

The diver, LS(D) Jason Dawson, was a member of the Navy's Portsmouth-based explosive disposal team called to the fishing vessel Nichola Anne that had trawled up a German GC influence ground mine in the Thames Estuary.

Packing over 1,500lb of explosives, protected by a stainless steel casing, and complete with booby traps, it is a type of weapon that presents bomb disposal teams with some of their greatest challenges.

It was the second GC that trawler skipper Trevor Mole had been unlucky enough to bring up in his nets this year. He recognised it immediately – and he was horrified.

His call for help was answered by a team from Southern Diving Unit 2. Led by CPO(D) Cliff Richardson, the four-man team were taken to the Nichola Anne by police launch, and once on board they stabilised the mine. They were thankful that there was no sign of the booby trap that is usually fitted to the fuse.

A 4lb charge of plastic explosive was attached to the GC, and it was gently lowered nine metres to the seabed. But when an attempt was made to detonate it from a safe distance – nothing.

After waiting for safety's sake, the team returned to the spot and found that detonation had failed due to a faulty safety fuse.

LS Dawson then dived on the mine which was still in the fishing net with two marker lines on it, plus the explosive detonating cord. In zero visibility he checked the explosive charges on the mine and retrieved the unexploded detonators.

New detonators were placed, the fuses lit, and the team retired to a safe distance, this time to witness a huge explosion which sent up a column of water hundreds of feet into the air.

The other two members of the team were PO(D) Jim Lynch RNR and LS(D) Buck Taylor.

■ Navy bravery awards – page 8.



● Jason Dawson poses with the German mine as it hangs in the trawlers nets. Soon he would find himself making another, but unscheduled, rendezvous with it after the fuse for its controlled explosion had failed to work.

Inverness in clean-up at the gateway to Riga

Survey ships to remain under the White Ensign

THE PLACE of Survey vessels at the heart of Naval operations has been secured with a commitment to call for tenders for the building of at least two new ships and a decision to man them with Royal Navy personnel.

Proposals to use Special Reserve crews have been rejected because of the increasing operational demands being placed on survey vessels during peace and conflict, and the lack of time for commercial work.

Both new ships will be allocated 1.5 crews to allow them to spend maximum time at sea while maintaining continuity among ships' companies and honouring leave and minimum time ashore.

Orders will be placed with an option for a third vessel, and contingency plans have been drawn up which include the possible modernisation of HMS Roebuck.

Cdr Nicholas Hudson from the Second Sea Lord's staff at Portsmouth, said the Navy Board remained "fully committed to the concept of modern, White Ensign survey ships playing their full part in Fleet operations well into the next century."

HMS INVERNESS has been working around the clock in the Baltic's largest mine clearance operation since World War II.

With 14 other ships from six nations, the Sandown-class minehunter searched the Gulf of Riga during an 11-day operation – named

Latvia 99 – to clear ordnance laid by both Germans and Russians during the bitterest conflict the world has ever seen.

Since then the stretch of water in which the multi-national force was operating has been avoided by ships and fishing vessels sailing in and out of Riga.



● HMS Inverness during her difficult and exhausting mine clearance operation in the Baltic and (right) her remotely controlled submersible being swung into action.

Pictures: LA(PHOT Gary Davies

Inverness's Commanding Officer, Lt Cdr Alex Burton, said conditions were difficult, with the ship having to locate mines in heavy silt and low salinity.

He said: "We have been working round the clock during this operation, with just one, 24-hour break in Riga, and we are exhausted."

"But it has been a tremendously successful operation and HMS Inverness, with her world-beating technology, neutralised seven mines. The Latvians have been very appreciative of our efforts."

The operation was led by the Royal Swedish Navy which contributed six vessels. Three came from Latvia, two from Estonia, and one each from Belgium, the Netherlands and Norway.

A total of 30 mines were found along with a torpedo and other unexploded ordnance. The operation was also an opportunity to train the Latvian and Estonian navies in clearance techniques so they can continue the work.



Admiral rank drop for Second Sea Lord job

FOR THE first time the job of Second Sea Lord and C-in-C Naval Home Command will not be filled by a full Admiral when the appointment changes hands in January.

When the Navy's principal personnel chief, Admiral Sir John Brigstocke, retires on January 19 he will be replaced by a Vice Admiral. The man who will succeed him, Rear Admiral Peter Spencer, will be promoted into the appointment from his current task as Controller of the Navy and Director General Surface Ships.

That will bring down to only three the num-

ber of full Admirals on the Navy's serving strength – the First Sea Lord, C-in-C Fleet and the Vice Chief of the Defence Staff. Should a Naval officer hold the post of Chief of the Defence staff that number would be augmented by one.

The only other full Admiral who remains on the Active List is the former First Sea Lord, Admiral Sir Jock Slater who has no official appointment.

A spokesman for the Second Sea Lord said the reduction of the appointment to three-star level had been planned for some time following a job evaluation. Among the responsibilities which have been re-directed from the

Second Sea Lord is that of administering the Naval Bases, a task now fulfilled by the Chief of Fleet Support.

That post, too, is being reduced in rank. When it is relinquished by Vice Admiral Sir John Dunt on April 1, it will be filled by Rear Admiral Brian Perowne who will undertake the task alongside his current role as Chief Executive of the Naval Bases and Supply Agency.

■ Britain's greatest Naval hero – Nelson – never reached the rank of full Admiral. He was a Vice Admiral when he was killed at the Battle of Trafalgar in 1805.

Hood memorial plaque unveiled

FOUNDER of the HMS Hood Association, Fred White, has presented a newly-mounted memorial plaque to Weymouth and Portland Borough Council to commemorate the 1,418 lives lost when the battlecruiser was sunk in 1941.

The brass plaque, polished and mounted on an oak frame, was received by the Mayor, Cllr Tina Roebuck, at the Council Offices.

Originally on a seat presented to the council by Fred in 1982, the plaque has been replaced there by a more weather resistant version.

NEW THINK TANK AIMS TO THINK 'JOINTERY'

THE NEW Armed Forces 'think tank' headed by a Royal Marines General has been officially opened and named the Alanbrooke Centre after Britain's wartime military chief.

The Joint Doctrine and Concepts Centre at Shrivenham, Wiltshire, was formally opened by the third Viscount Alanbrooke, son of Field Marshal the Viscount Alanbrooke. As Chief of the Imperial General Staff from 1941, Alanbrooke played a dominating role in shaping Allied strategy.

Vision of the centre's first Director General, Maj-Gen Tony

Milton RM, is that it will become an internationally respected institution for the promotion of joint doctrine, concepts and peace support operations.

At present 25 military and civilian staff are in place, a figure that is set to more than double by next April.

Among those attending the opening was Armed Forces Minister John Spellar who was in Shrivenham to launch the Defence Diplomacy Scholarship scheme. He was there, too, to meet students sponsored by the Ministry of Defence to take part in an MSc course in global security at Cranfield University.

Mr Spellar said: "Defence diplomacy aims to defuse tensions

before they arise. It is ambitious, it requires concerted effort and it is vital."

He also announced a review of Defence Attaches which has been undertaken with the Foreign and Commonwealth Office. Recommendations of the study include a reduction in the priority given to politico-military advice to NATO and Western Europe and broad regional coverage elsewhere.

There will be an increase in defence diplomacy activities in Central and Eastern Europe and military advice in sub-Saharan Africa. The change of focus will mean a net increase of one attache and five defence sections.

Over 300,000 fail to claim their dues – RBL WAR BENEFITS LOST TO 'WALL OF SILENCE'

OVER 300,000 ex-Service people are not claiming the war disablement or widows pensions to which they are entitled, according to the Royal British Legion.

At present only 301,000 of such benefits are being paid, which saves the Government millions each year. The RBL also believes that many of the

eight million members of the ex-Service community are not claiming the social security benefits to which they are entitled because they are too proud, because the system is too confusing, or because they may forget to claim when personal circumstances change.

Secretary General of the Legion, Ian Townsend, said: "We need to break this wall of silence which stops people from claiming what they are entitled to and need. We hope that if the ex-Service community is in doubt about their entitlements, they will call the Legion for advice."

Ex-Service people and their dependants who need advice on State benefits should call the Legionline on 0345 725 725.

Meanwhile, the Legion has challenged a statement made by DSS Minister Hugh Bayley. In reply to a Parliamentary question by Liberal Democrat MP Lembit Opik, he said that a full disregard of war disablement and war widows pensions would cost the taxpayer £160 million.

The current system leaves disregard decisions to the discretion of each local authority who can decide whether and how much income-related benefit is deducted by recipients of the pensions.

The Legion says the cost to the taxpayer of full disregard everywhere would be 40 times less – £4

million – than the figure given, because Mr Bayley probably based his calculations on the assumption that all war pensions claimants were receiving income-related benefits.

The Legion points out that 408 local authorities totally disregard war and war widows pensions, seven totally disregard war pensions only, 28 only partially disregard both pensions, and nine – in Cleveland, Manchester, Durham and Tyne & Wear – only disregard the statutory minimum of £10.

War widows who remarry will not, after all, be able to keep their pensions following the end of the House of Lords revolt which at one stage threatened to overturn the Government's Welfare Reform Bill.

Baroness Strange, moving an amendment to the Bill, said it affected 2,650 widows and that the War Widows Association held that the pension should be for life regardless of marital status.

Defence Minister Baroness Symons said if the pension was not ended on remarriage it would cause resentment among women whose husbands had died working for the police and emergency services, who did not have the same privileges.

Safety training for RAF

SEA safety training is to be given to members of all three RAF Harrier squadrons that embark on Royal Navy carriers. And all personnel must be able to swim.

The decision has been made in the light of lessons learned during the past two years of joint RN-RAF carrier operations.

The air force personnel must successfully complete the Navy's Basic Sea Safety Course (BSSC) within three months before their first embarkation. The course remains valid for two years.

All trainees must be physically and medically fit and must be able to swim 50 metres without a buoyancy aid.

Meanwhile, a one-day sea safety course will be introduced for all personnel embarked in RN and RFA surface ships who do not undergo the BSSC.

The need for the training has been identified by Phoenix damage control school staff at Portsmouth, and is designed to give sufficient training for immediate action in an emergency.

Those who must undertake the course include embarked forces, medical teams in casualty ships, embarked HQ staff, University RN Unit personnel, RN and civilian trials teams, contractors, and any other non-RN personnel embarked for more than seven days.

The courses will be held from May 3 at Phoenix, and bookings can be made with the Training Planning Officer, Phoenix NBCD School, HMS Excellent, Portsmouth, PO2 8ER (tel. 93832 7022).

Details are published in Joint Service Defence Council Instructions 124 & 125/99.



BATH NIGHT

FIRST Sea Lord Admiral Sir Michael Boyce meets City of Bath Cadets on arrival at the Guildhall for a Trafalgar Night Banquet hosted by the MOD Bath Wardroom. Special guest at RN Air Station Culdrose's Trafalgar Ladies' Night Dinner was BBC news correspondent Kate Adie.

Surge of support for FAA memorial

PLANNING permission has now been given for the new Fleet Air Arm memorial in Whitehall – which has won massive approval from the House of Commons.

As first revealed in *Navy News* in December 1997, the memorial by sculptor James Butler takes the form of a bronze figure of Daedalus, the character in Greek mythology who pioneered human flight with wings fashioned from feathers and wax.

An Early Day Motion welcoming the memorial, to be unveiled in June 2000, was tabled by Dr Julian Lewis, MP for New Forest East.

It gathered over 100 signatures in under two days and Dr Lewis told *Navy News*: "This is an immensely popular motion which shows how popular this excellent cause is amongst all my colleagues."

Some £138,000 of the cost of the £350,000 memorial has so far been raised. Donations to: Fleet Air Arm Memorial Appeal, 4 St James Square, London SW1 Y4UJ.

Xmas concert

TICKETS at £5 are still available for the Royal Marines School of Music/Portsmouth University Christmas Concert at St Mary's Church, Portsmouth on December 9 at 7.30p.m. Call the Concert Secretary on 01705 726182.



Fishy business

Well, it's better than a slap in the face with a wet haddock... When the Prince of Wales came to Portsmouth to present a Queen's Colour to the RN Surface Flotilla, he paid private calls to HMS Grafton and HMS Shetland – where keen fishermen LMEM Andy Stocker and AB Bob Neivens presented him with a splendid turbot caught on a recent patrol.

The Prince attended a reception and lunch on board the Fleet flagship HMS Illustrious after presenting the Colour – the first the Surface Flotilla has received since its establishment in 1992 to provide a single "Type Commander" for all RN surface warships.

Picture: LA(PHOT) Paul Smith

MINISTER'S RESPONSE AFTER MPs REPORT TALKS OF 'SCANDALOUS' RUNDOWN

'We won't rest' pledge over cure for Medical Service

THE GOVERNMENT will not rest until the problems facing the Defence Medical Services are solved, said Armed Forces Minister John Spellar in the wake of a report by an all-party group of MPs pointing to what they term a "scandalous" rundown in the Forces medical cover.

In his statement following criticism by the House of Commons Defence Committee, Mr Spellar said the Strategic Defence Review recognised the weakness in the Defence Medical Services and took steps to put them right.

"We now have measures in place to enhance the operational capability of the DMS and improve recruitment and retention," he said. "These initiatives are supported by substantial additional funding which followed the Review in July last year, but we cannot expect to see the results overnight."

While it is not the first time that the Defence Committee have criticised the way in which the DMS has been run, this latest blast is the most searing.

The Committee believes the Services no longer have enough medical specialists and field theatre teams to support a large-scale military operation such as that in the Falklands in 1982.

The Government was having to rely on Reservists "that simply do not exist".

The Committee painted a picture of military hospitals being closed or marked for closure, low morale among medical staff, and large-scale resignations for more lucrative work in the NHS.

The report said that since 1989 the DMS's strength had halved while the Armed Forces in general had been cut by one-third. There was a shortfall of 50 per cent in doctors and 25 per cent in nurses. In the specialist areas 77 per cent of anaesthetists' posts remained unfilled, there were



● According to the Commons Defence Committee there are too few field operating theatre teams such as this from the Medical Squadron of the Commando Logistic Regt, 3 Cdo Brigade, operating in Egypt as part of Exercise Bright Star (see centre pages).

only three consultants who could be deployed while the need was for 23, and there were only two burns and plastic surgery consultants against a requirement for ten.

In particular, the report criticised the announcement of the closure of Haslar before plans for the Centre for Defence Medicine had been worked out fully. That had caused uncertainty which the Committee suspected had been a "strong contributory factor" in resignations of Haslar staff.

The MPs regretted that there was no adequate investigation into the possibility of siting the new centre at Haslar. When

Haslar became a tri-Service hospital in 1994 "painful adjustments" had to be made by staff and others to cope with relocation. "If a need for a tri-Service hospital remains, Haslar should be made to work, rather than abandoned on the basis of five years' experience," they said.

They also believed that the DMS was suffering from review fatigue; there had been too many - three in the past five years.

However, the Committee said that it welcomed the Government's new proposals to improve recruitment and retention, to enhance the provision of secondary care, and

to streamline the Defence Medical Service. But, the Ministry of Defence had to "demonstrate its commitment to implementing its plans".

Technicians to be recruited

RECRUITMENT of Armed Forces medical technicians has restarted as a result of the Laurence Report on the DMS which followed on from the Strategic Defence Review.

Single Services can now take on such people as radiographers, lab technicians and pharmacy technicians against their own operational and retained task need.

Dentists 'quitting Armed Forces'

OVERSTRETCH is having a severe effect on the morale of Armed Forces dentists, says a report by the British Dental Association.

Following a survey of its members in the Services, the Association has concluded that dental surgeons are leaving the Forces due to lack of stability, poor lifestyle and deteriorating career prospects.

The BDA says that after completing their training, 44 per cent of Service dentists plan to leave after five years and 78 per cent after eight to ten years.

The survey also highlights unequal pay and pensions compared with both doctors in the Services and civilian dentists.

The move, announced in Joint Service Defence Council Instruction 122/99, is part of a three-stage management strategy for DMS medical technicians.

Other results of the review include work by the Surgeon General towards common terms of service, and further work to examine the long-term management structure for all Defence medical technicians.

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Foreign influx for UK training

DUTCH and German warships are the latest 'students' to pass through the Royal Navy's renowned training programme based in Devonport.

The frigates HNLMS Tjerk Hiddes and FGS Niedersathsen are based in Plymouth for comprehensive operational training programmes provided by Flag Officer Sea Training (FOST).

Other recent visitors include Belgian frigate BNF Wielingen, Greek frigate HS Salamis and another Dutch vessel, the support ship Amsterdam.

Shorter visits were made by the 400-tonne Swedish corvette Kalmar and the submarine Sodermanland; the latter has supported anti-submarine exercises by providing conventional opposition to surface forces, as the Royal Navy has an all-nuclear fleet.

The German, Dutch, Turkish and Italian navies have also supplied submarine 'opponents' for surface units under training.

In the past year, more than 60 major warships and more than 50 mine warfare or patrol vessels have undertaken FOST's training packages.

One third of the vessels are from foreign navies, representing almost 20 countries.



Gloucester's rare old time

THE MAYOR OF Gloucester inspects a guard from the destroyer HMS Gloucester for the first time since the Freedom of the City was conferred on the ship over a decade ago.

It was also the first time since 1988 that members of the ship's company had exercised their right to march through Gloucester with bayonets fixed, drums beating, bands playing and Colours flying.

The Type 42 destroyer, which has received a £6.5 million upgrade at Portsmouth, called at Avonmouth in mid-October to make a weekend visit to her namesake city.

The Freedom commemoration started with a service at Gloucester Cathedral after which the ship's company, with the Royal Marines Band, Plymouth, was inspected by the Mayor, Cllr Arthur Meredith. He and the Naval Regional Officer, Commodore Robin Johns, took the salute outside the city's Guildhall.

A civic reception for all on parade was then

hosted by the City Council.

Other events during the weekend included sports and social activities and visits to the ship by affiliated organisations, including schools, Sea Cadet units, and local members of the Royal Naval Association and Royal British Legion.

HMS Gloucester, under her Commanding Officer, Cdr Paul Cook, made the visit on her return from operational sea training and participation in the multi-national NATO exercise Northern Lights which involved 90 ships and many aircraft from 11 countries being tested in a Kosovo-like rapid deployment scenario.

On Armistice Day, HMS Gloucester sailor CPO(OPS)(S) Roy Flint returned to his old school, Thetford Grammar, to take part in the school's remembrance of ex-pupils who died when the ninth Gloucester was sunk.

The cruiser went down under German air attacks off Crete in 1941. Of the ship's 807 complement, only 83 survived the war.

Picture: The Citizen, Gloucester

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● Officers under training: HMS Orwell.

Facts and figures

Class: River-class training vessel
Pennant number: M2011
Builder: Richards Shipbuilders
Launched: February 7, 1985
Commissioned: March 22, 1986
Displacement: 930 tonnes
Length: 47.5 metres

Beam: 10.5 metres
Draught: 3.2 metres
Speed: 15 knots
Complement: 54 total (ship's company 26)
Machinery: Two Ruston diesels, two shafts
Radar: Type 1007 I-band
Affiliations: Harwich town; TS Tyne

Destroyers damaged in both world wars

THE CURRENT HMS Orwell is the fourth ship to bear the name of the East Anglian river, although the first appeared as recently as 1866.

That was a Britomart-class wooden steam gunboat, built at Portsmouth Dockyard in 1866, and disposed of in 1890.

Next was one of the earliest torpedo-boat destroyers, built by Laird Bros in 1898.

A B-class vessel, she displaced 360 tons and was capable of 30 knots.

She served in the Mediterranean Fleet from 1900, and was on patrol and convoy duties at Scapa in the first three years of the First World War.

In September 1917 she was engaged in action with a U-boat, and barely three months later was damaged on rocks, and had to be repaired in Aberdeen.

Orwell recommissioned in May 1918 and undertook further escort duties in the Irish Sea until the end of the war. She was sold in 1920.

The third Orwell made her appearance in early 1942, and won all the name's Battle Honours.

The O-class ship, built by Thornycroft, displaced 1,540 tons, and registered 2,625 tons fully loaded, with a top speed of 34 knots.

She served on Arctic convoys as part of the 17th Destroyer Flotilla, engaging the German battlecruiser Hipper on New Year's Eve, 1942, 200 miles north-west of the Kola Inlet when her convoy was attacked.

In 1943 she operated from Scapa and Gibraltar, rescuing survivors of U-489 which was sunk by a Sunderland flying boat.

In April 1944 she took part in Normandy landing rehearsals at Slapton Sands when E-boats attacked, and in company with Offa she engaged the enemy, but the smaller, faster craft were able to use their speed to escape.

By the summer of 1944 she had moved to Dover for the Normandy landings themselves, but then returned to Arctic convoy duties.

In March 1945 she was converted for minelaying, and was damaged off Kola the following month while laying mines.

Orwell also took part in the last Home Fleet offensive, Operation Judgment, a successful sea and air strike against German depot ships in Norway.

After the war she paid off to reserve, but was converted to a Type 16 anti-submarine frigate in 1952. She reverted to reserve in 1958 and was scrapped in 1965.

A first taste of life in a warship

ONE OF the Navy's smaller ships is possibly one of the most familiar to many officers in the Service.

HMS Orwell is an important element in the training of Young Officers at Dartmouth, and is often their first real taste of life at sea with the Royal Navy.

Originally designed as a wire-sweep Fleet minesweeper to operate in deep water on the UK continental shelf, Orwell was attached to Tyne RNR at Newcastle as part of the Tenth Mine Countermeasures Squadron until April 1994.

Four of the 12 River-class vessels were subsequently converted for use as Northern Ireland patrol ships, but Orwell – the last remaining River-class in the Fleet – joined the Inshore Training Squadron, now the First Patrol Boat Squadron, as a navigation training vessel.

On conversion, she lost her gun and minesweeping gear and gained extra accommodation, and a specially-equipped classroom on the quarterdeck.

Her sister ships were sold to Bangladesh and Brazil between 1994 and 1998.

Orwell, built to a commercial design, was launched in February 1985 by Mrs Eckersley-Maslin, wife of Rear-Admiral Eckersley-Maslin, and is a true ocean-going ship which can remain at sea for long periods without support, but much of her work is done rather closer to home, off the South Coast.

As a manoeuvrable vessel, Orwell is a fine platform in which to learn the skills of navigation, seamanship, command and marine engineering, and as part of her 1994 conversion she received a purpose-built classroom, fitted out with an additional radar repeat, gyro and log repeats, and a navigation computer.

Her primary role is now that of Dartmouth Navigation Training Ship, which involves taking groups of up to 24 Young Officers from the Britannia

Royal Naval College for their first experience of life at sea and an introduction to navigation.

In five-day stints, the Young Officers study basic coastal navigation and principles of seamanship, fire-fighting, damage control and supply whilst working with all departments of the ship's company.

In addition, Orwell can be tasked with advanced navigation training for International Officers from the School of Maritime Operations at HMS Dryad, and sea training for students from University RN Units.

During the summer, under her Commanding Officer Lt Ian Clarke, Orwell visited her affiliated town of Harwich, and called at Antwerp with the German Naval Training Squadron.

She has recently emerged from a docking period under Fleet Support Ltd in Portsmouth with a new hydraulic crane and searider enhancement as well as improvements to machinery and living areas.

Next on the schedule is operational sea training at Faslane before Christmas, returning to Dartmouth in January.

She recently starred on television during repeats of the BBC comedy series *The Fast Show* in the sketch entitled *Libertymen*.

BATTLE HONOURS

Barents Sea	1942
Arctic	1942-45
Atlantic	1943
Normandy	1944
Norway	1945

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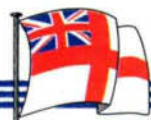
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Letters



JACK

BY TUGS



WRNS March

FURTHER to R. O'Donnell's letter concerning Richard Addinsell's WRNS March, readers may be interested to know that an excellent modern recording of the piece is included on an ASV compact disc (CD WHL 2115) devoted entirely to the music of this composer.

It is played by the Royal Ballet Sinfonia conducted by an Addinsell specialist, Kenneth Alwyn.

According to the notes, the march was composed for a Ministry of Information documentary film made in 1942. The middle section apparently has stirring words added by Clemence Dane but not included on this recording. — R. D. Hyslop, Surbiton.

Fearless family

OUR son serves in HMS Fearless as an MEM2. He has been in the Navy for two years and loves every aspect of it, representing the Navy and HMS Fearless in athletics and cross-country running.

The ship's Families Day was for my father one of much emotion and nostalgia. It was 52 years ago that he was last in Pompey. He served in several ships during the Korean War as a stoker, so having his photograph taken on board with his son and grandson was the highlight of his day.

The Navy did us proud. We were escorted all round the ship by our son and saw a firefighting display in which he was involved.

A Lynx helicopter did a fly-by, as did a Tornado — and the Red Arrows did two. What a day!

Our youngest, 11-year-old son is now adamant that he is joining the Navy. What an experience for him. We look forward to next year's Families Day — but they will have to go some way to beat this year's. — Mrs J. Nicholls, Rotherham.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

'Theme park' Chatham under fire

I FEEL I must write to tell everyone who reads *Navy News* about the closure of the Chatham Dockyard Historical Museum next year.

At the present time it is situated in the old paint shop just inside the main gate. There are two floors full of both dockyard and Naval artefacts, models, photographs, paintings and a very good library.

In the same building they have a small shop and cafe where you can sit and talk about the Navy in Chatham and the part it played in so many people's lives.

The dockyard is now called the World Naval Base! It is now being run as a theme park by people who know nothing about its past history and what it has to offer the future.

Profit is the main word in their lives, but since the change of name and the change at the top, I as a local to the Medway area and frequent visitor to the yard, have seen less and less people in there.

The museum is to be moved into a different building with other things, which will mean less space to display all the things they have to show to the general public as well as to past and present Naval personnel.

Now that the Cavalier is back in Chatham with the Gannet and Ocelot, they should make the most of all they have and offer it to the people for what it is and I feel the public would come back for more again and again. — Ray

Shipley, Rochester, Kent.

World Naval Base replies: The relocation of the Historical Society collections to a new museum, housed within the Fitted Rigging House building, is scheduled to take place in the first half of next year.

The new museum will, in fact, contain all the artefacts found within the existing Historical Society Museum, together with other collections currently dispersed around the 80-acre site of World Naval Base, Chatham.

The existing Historical Society Museum is undoubtedly one of the star attractions within the many galleries and exhibits at World Naval Base.

It houses most of the material related to the dockyard of this century and indeed the late 19th century. However, in recent years its difficult location at the southern extremity of the site has meant that less than ten per cent of visitors to the World Naval

Base actually find it.

This will be rectified through its relocation to the Fitted Rigging House — which by being the point of entry from next year will ensure that 100 per cent of visitors will get to see the marvellous treasures collected by the Historical Society (tourists will be transported from the visitor car park to the new museum by the soon-to-be-restored Dockyard Steam Railway).

Importantly, the Chatham Dockyard Historical Society plan to continue their many valued activities in their new location.

Since the rebranding of the dockyard, visitor numbers to World Naval Base, the Historic Dockyard, Chatham have increased by 120 per cent. Further growth in the number of tourists is expected as the £14 million Heritage Lottery Fund/Medway Council/English Heritage development programme continues.

Why not a few famous names for the 45s?

NOW that it is planned to replace the Type 42 destroyers with the Type 45s in the next few years, I wonder if their Lordships at the Admiralty have given any consideration to the names that the new ships will be given?

Tradition has often been maintained by sticking with established classes, eg 'County'-class, 'Town'-class etc, so that units of today's Fleet already carry some very famous names, eg Ark Royal, Illustrious, Sheffield, Exeter, Iron Duke, to name but a few.

Bearing in mind also that, although ships may be lost at sea or end their days at the breaker's yard, their names live on, I think that it is about time that some equally famous names were resurrected.

How about Acasta, Ardent, Glorious, Glowworm, Hotspur, Hardy, Hood, Suffolk, Cossack, Prince of Wales, Duke of York, Achates, Onslow, Kelly, Amethyst.

I'm sure that my fellow *Navy News* readers could add plenty more equally distinguished names to the list.

I have a personal interest in the first name on that list. My grandfather was lost with the destroyer Acasta in June 1940 when she and her chummy ship Ardent, who were bringing the carrier Glorious home from Norway, were sunk by the German battlecruisers Scharnhorst and Gneisenau.

In the action, both destroyers behaved impeccably in their efforts to protect their charge, and before falling under the enemy's gunfire, Acasta was able to hit Scharnhorst with a torpedo.

My father, an ex-Navy man himself, has always felt disappointed that when the Navy was commissioning the Type 21 frigates in the 1970s, whilst some of the new ships carried names from the old 'A'-class destroyers of the 1930s, including Ardent (later lost in the Falklands) one was not named Acasta.

I think it would be a great tribute to those two brave ships if two latter-day destroyers were to bear the names Ardent and Acasta. — Tim McCullen, Southampton

All five served

REGARDING Harry Swift and his three brothers all being in the Navy during World War II (October issue) I believe my five cousins, the Crook brothers, hold the record.

Frank, Ken, Don, Bernard and Len, who lived in Cowley, all joined the Navy and all emerged unscathed in 1945. If they had been old enough, their younger brothers Lionel and Neville might have done the same. — K. Hoblyn, Cowley.

Churchill in KGV

F. E. PAXTON's picture of Churchill (November issue) was taken on board the battleship HMS King George V in which I was serving as a midshipman at the time.

We sailed from Gibraltar for the UK at 0300 on January 15, 1944, having embarked him the previous evening. He had been convalescing in Marrakesh after a serious bout of pneumonia. Mrs Churchill, their daughter Sarah and his doctor, Lord Moran, accompanied him.

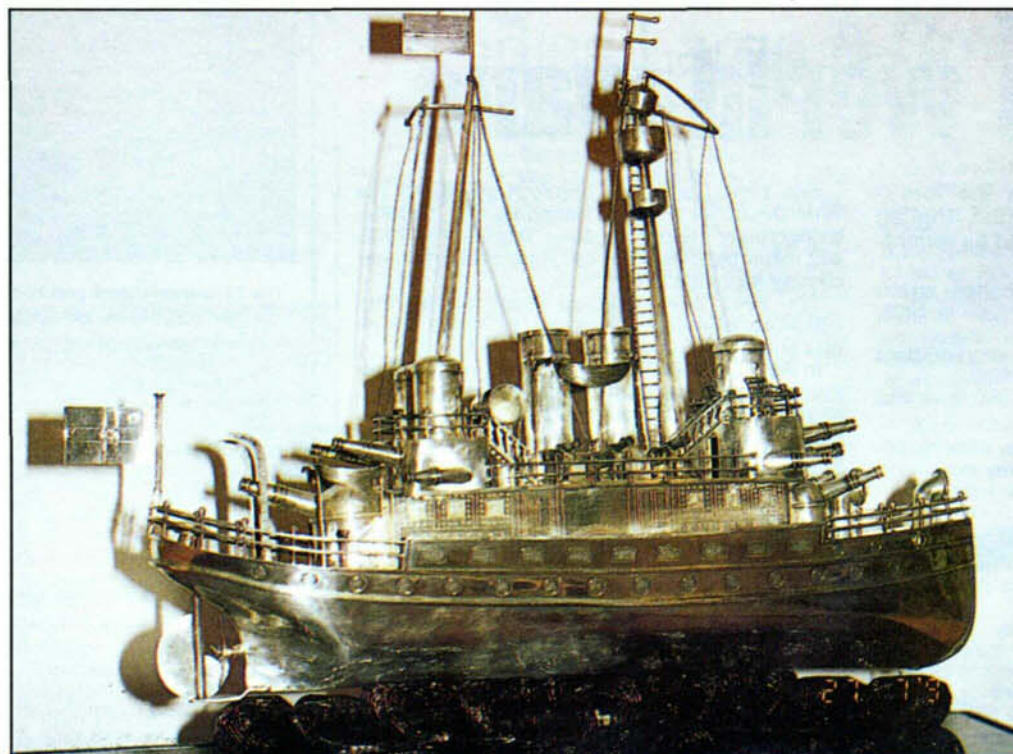
We maintained a passage speed of 25 knots, increasing later to 27 knots, in order to make our ETA of 2230 on January 17 in Plymouth Sound. Our course took us well out in the Atlantic to avoid German attention.

Escorts, initially, were the cruiser Mauritius and the destroyers Brilliant, Antelope and Anthony. The first three were later relieved by Glasgow, Meteor and HMCS Athabaskan.

The undoubted highlight of the trip for us midshipmen was the visit of Mr Churchill to the Gunroom on January 17, when we were able to chat with him. Three of my gunroom colleagues are in the picture. — Vice Admiral Sir Cameron Rusby, Yeovil, Somerset.

Bombay battle boat

CAN you assist with identification of the ship shown in the photograph enclosed? The model was owned by an Indian friend of mine who obtained it from his grandfather many years ago in Bombay. It has now been cleaned and resilvered and is an excellent piece of workmanship. — J. Dempsey, Ruwi, Oman.



Navy News

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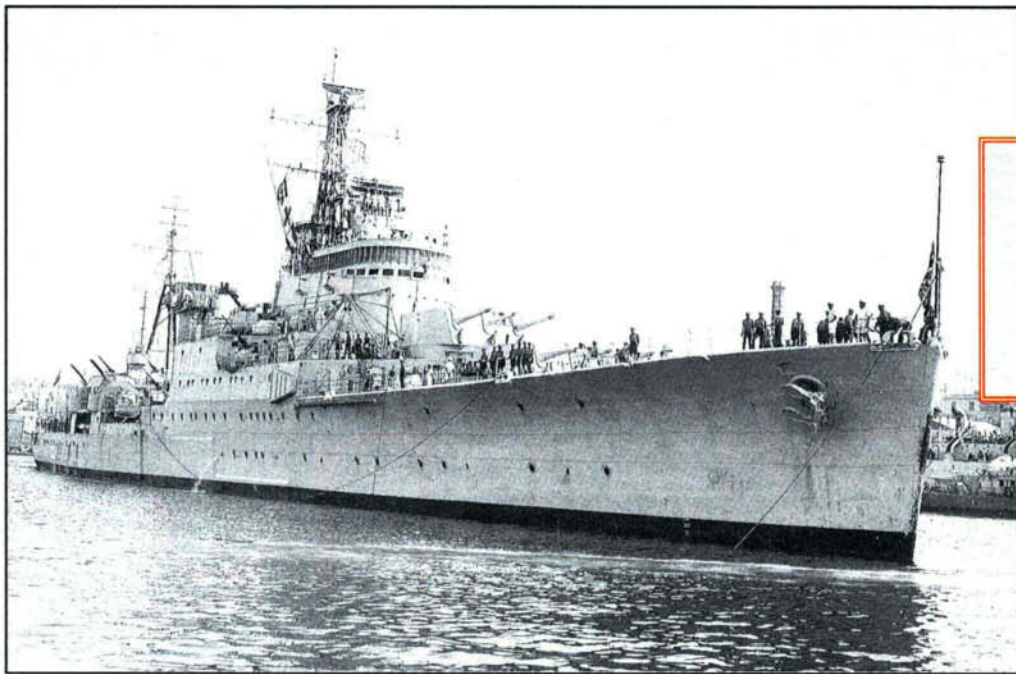
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'The metal body the ocean proudly holds'

I AM a dedicated reader of *Navy News*, especially the Gangplank page, even though I am 16 going on 17. I have an older brother in the Navy and a lot of my family were also in the Navy.

In your July issue you asked your readers to write a poem. I realise that my poem might be a bit hard for the younger readers to understand, but I thought I'd send it anyway. I was inspired after watching one of my Dad's many battleship and submarine videos.

Submarine

The ocean is calm and peaceful
as it flows,
A picturesque scene it daily shows.
The movement is kept in perfect motion,
And only stirs when it has emotion.

Suddenly a metal eye rises up,
But the ocean will not let up.
The water is disturbed,
And left fully uncurbed.

After a while there's a metal body too,
Which reflects fantastically in the ocean's blue.
The metal body the ocean proudly holds,
The ocean, caressing the body's tight folds.

Once again the ocean is peaceful and calm,
Holding the body in its giant palm.
The body, of course, is a submarine,
That can or cannot be seen.

Speedy not the first

HMS SPEEDY was my project and I remain very proud of her, particularly having run trials in Puget Sound.

However, Speedy was not the RN's first hydrofoil as stated in your November issue.

There was a towed, fast target in the early 1920s; MTB 101, built by J. S. White in the late 1930s; and MTB 109 by Denny during the war. — D. K. Brown, RCNC, Bath.

● HMS Speedy in Puget Sound, near Seattle, USA, 1979.

To the Royal Navy it does belong,
Whose members serve us all the day long.
So always on the ocean is a picturesque scene,
Whether holding or not a submarine.

— Karen Walsh, Runcorn, Cheshire.

The public expects

REGARDING CY Thompson's comments on Dress Ship (November issue) I am amazed to hear this diatribe coming from a Chief Yeoman.

Surely flags are issued to be used. Navies worldwide dress ship, and it is very much a part of our own tradition, along with Morning and Evening Colours.

The public expects to see ships dressed overall on special occasions. As for being outdated, Dress Ship is as much a part of the Navy as HMS Victory.

Come on Yeoman, think Navy and get on with it. — Ziggy Kirk, Newark, Notts.

Chain letter

I was recently contacted, in my capacity as managing secretary, RN Engineers' Benevolent Society, by a former Artificer via an interesting route.

He had joined up in 1970 and demobbed out in 1992. Change of address and/or bank details, without notifying the Society, meant that his subs were unpaid, he failed to respond to my predecessor's letters and his membership lapsed.

Seeing a programme about 'dead accounts' presented by Carol Vorderman reminded him that he might have such an account with the RNEBS, but how to find out?

As he was in receipt of a pension, he wrote to HMS Centurion. They put him in touch with RNBT. They put him in touch with the RNEBS Memorial Club at 46 Clarence Parade, Southsea. They forwarded his letter to me.

I wish to thank all those involved in this chain for their helpfulness. — C. C. Heaver, RNEBS, 113 North Hill, Plymouth PL4 8JY.



Letters



BIRMINGHAM'S EARLIER VISIT

IN 1941 the cruiser HMS Birmingham (shown here in 1955) paid a visit to the island of Trinidad. We merely circled round the island, which was then uninhabited, to see if any survivors from ships sunk might have got there. So HMS Somerset's visit was not the first for 100 years, as stated in last month's issue. — Cdr D. G. F. Bird, Nyewood, Hants.

Ah, but HMS Somerset actually landed a party ashore on this occasion, as stated. — Ed.

Wartime wrecks: 'Let shipmates lie in peace' plea

Record breaker?

AS TO WO Tony Collyer's 42 years' service — is this a record? (September issue). I joined the Navy at HMS St Vincent in October 1937 as a Boy Seaman and retired to pension as a CPO Coxswain on my 65th birthday, having served continuously throughout this period. Prior to joining HMS St. Vincent I had been in TS Arethusa from May 1936.

My total service in the RN was 49 years and 131 days. — H. C. Bodle, Hove, Sussex.

HAVING just received my November issue I note the fact that what is left of one of our submarines, HMS Regent, has recently been discovered off Taranto.

This seems to be an ever increasing occurrence, that warships lost during the war are frequently being discovered by divers, and brings to mind a statement which appeared in a national daily newspaper some weeks ago.

This concerned the loss of HMS Prince of Wales and HMS Repulse in December 1941 and was to the effect that a Government spokesman "doesn't rule out the possibility of salvage" of these ships.

I say that the gentleman making this statement, together with anyone else in Government holding similar views, should be thoroughly ashamed, not only in respect of the two vessels named, but also with regard to the very many other ships lost in action.

The same can also be said of the so-called "sports divers" who may

be inclined to interfere. Let our shipmates lie in peace! — R. Kay, Bolton

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Comprehensive care is available for people with Alzheimer's and memory impairment - in a separate building which allows residents to live with as much dignity as possible in a loving and caring environment.

GALLANTRY AWARDS FOR THE NAVY'S MEN OF COURAGE

Commando climbed into dangling truck to help driver

FOR CLAMBERING into a wrecked and precariously perched Commando vehicle to help its trapped driver, C/Sgt Ron Lang has been awarded the Queen's Commendation for Bravery.

The incident happened last January 18 while 45 Cdo RM were on exercise amid the snows of northern Norway. A BV206 – a tracked, over-snow vehicle – was being driven along a road by Mne Andrew Dorward when it skidded, toppled over a crash barrier and tumbled into a steep gully.

Its fall was broken by trees 40m downhill, but the front cab was destroyed and Mne Dorward was injured and bent double in the passenger footwell with his legs protruding through the broken windscreen. Below, there was another, 20m drop.

The driver of a following BV raised the alarm, and taking two other Marines, C/Sgt Lang rushed to the scene. He climbed down to Mne Dorward, reassured him, and with what ropes were available tried to secure the vehicle.

Ignoring the fact that it was still large-

ly unsecured, C/Sgt Lang climbed into the BV to give what medical help he could and tried to protect the injured man from the cold, the temperature being minus 15C at the time.

In darkness he tried with his bare hands to pull apart the parts of the cab structure that were trapping Mne Dorward, and as further help arrived he continued the attempt with a carpenter's ripsaw and other tools.

Despite his efforts, the injured driver remained trapped and C/Sgt Lang stayed with him, providing reassurance,

until the emergency services arrived an hour later.

The award citation comments that C/Sgt Lang placed himself in considerable danger, scorned personal discomfort, and acted calmly and coolly to bring a degree of control to a scene of chaos.

"He displayed consummate professionalism throughout and was instrumental in securing the eventual rescue of Mne Dorward." The injured marine made a full recovery and returned to duty.



● C/Sgt Ron Lang – he acted calmly and coolly.



● Chief Gale – listened to bomb fuse as hole was drilled.

Sentry used bare hands to free man from blazing van wreck

A MARINE sentry who suffered burns in his successful struggle to free a passenger from a blazing van has received the Queen's Commendation for Bravery.

Mne Dominic Erskine was one of two sentries at the main gate of RM Condor in Arbroath when 80m away the van, turning into the base, was hit by a car travelling at speed.

The van burst into flames, and Mne Erskine and his colleague sprinted to the scene. Both drivers and a passenger had escaped, but one man remained slumped unconscious in the burning van.

Mne Erskine tried to enter the vehicle on the driver's side but was beaten back by toxic fumes and heat.

With only seconds to go before the interior would be engulfed in flames, he clambered over the wreckage to get the casualty out through the passenger door – but it was jammed and the window-frame had buckled.

With his bare hands he bent open the window-frame and, ignoring choking fumes, dense smoke and flames, he reached in and dragged the unconscious man through the frame, suffering burns in the process.

Concerned that the van could explode at any second, Mne Erskine carried the passenger 100m to the guardroom where he gave him first-aid.

The award citation reads: "There is no doubt that but for the swift response and bravery of Mne Erskine, the passenger of the van would have perished in the ensuing vehicle fire. Erskine demonstrated clarity of thought, judgment and courage of the highest order while under the most intense pressure.

"During the incident, his level-headed leadership belied his rank and seniority. Subsequently, his concise and accurate reporting greatly assisted the emergency services and their investigation."

BOMB DEFUSED WHILE THEY WAITED FOR THE TICKING ...

TWO Royal Navy explosives experts have been awarded the Queen's Commendation for Bravery for a classic bomb-defusing operation.

Lt Cdr Martin Jenrick and CPO(D) Windy Gale were members of Southern Diving Unit 2's explosive ordnance disposal team based at Portsmouth when, on October 21 last year, they were called to deal with a World War II, 250kg German bomb.

It had been brought up by a dredger which, because of a south-westerly Force 8, could not put to sea and had to stay alongside at Great Yarmouth.

That led to evacuation of the area out to 400m, involving the movement of 600 people from offices and homes.

When the disposal team arrived they found that the bomb fuse type



● Lt Cdr Martin Jenrick – drilled a hole to deal with fuse.

could not be identified as it was badly damaged. So it had to be assumed that it was of the most dangerous kind – a clockwork fuse that any movement could activate.

Specialist equipment was flown in by helicopter – a micstethoscope, which would allow the team

to hear if the bomb was 'ticking', and a fuse immunising set.

The listening equipment monitored the bomb at a distance of 100m, and high-powered lights were positioned around it.

At 2030 Lt Cdr Jenrick and Chief Gale approached the bomb while it was monitored remotely. While Chief Gale listened to the fuse, Lt Cdr Jenrick used a hand-drill to make a hole half an inch deep through which the fuse could be dealt with – a delicate operation that took two hours.

With the bomb successfully defused, it was lowered over the side of the dredger into six metres of water where it remained overnight, allowing the exclusion radius to be reduced so that some people could return to their homes.

The next morning the bomb was lifted by minilifting bags, towed down river and out to sea where a controlled explosion was carried out.



● Lt Cdr Jenrick and a police helper move the 250kg bomb after the delicate, two-hour task of defusing it was over.

Engineers stayed at posts to tackle shipboard fires

TWO NAVAL engineer specialists who forestalled potentially very damaging fires on board their ships have both received the Queen's Commendation for Bravery.

Lt Robin Metcalf of HMS Ocean and CMEA Peter Simpson of HMS Cumberland both stood by their posts in hazardous conditions to minimise the effects of the mishaps.

Lt Metcalf was assault systems engineer officer in Ocean at the time of her deployment on Operation Tellar – the relief operation in the wake of Hurricane Mitch.

He was in an after machinery space when he heard a loud noise and saw that a pump supplying aviation fuel to the flight deck was on fire. He raised the alarm, tackled the blaze, and disregarding his own safety switched off one of the other pumps which was still on.

Chief Simpson, who was in HMS Cumberland during Operation Bolton in the Gulf, discovered a fire danger in the form of atomised

oil in the area of the starboard propeller shaft.

He laid down a blanket of foam and realised that the shaft had to be stopped quickly. He stood by the shaft brake and remained there until he was relieved, despite the fact that there was a great deal of smoke and that he had no breathing apparatus.

The shaft was stopped after which CMEA Simpson supervised repairs. Due to his efforts, Cumberland at no time lost propulsion and did not have to enter port for repairs.

Also in HMS Cumberland, the Queen's Commendation for Valuable Service has been awarded to Lt Timothy Mould, the Deputy Weapons Engineer Officer for the "major contribution" he made to the ship's operational tasking as the frigate's diving officer.

Awards for Ocean's hurricane helpers

TWO members of the Royal Navy task force which delivered hurricane relief to Central America a year ago have been awarded the Queen's Commendation for Valuable Service.

Lt (now Capt) Andrew Cunningham RM and CPOMA Rikki Chamberlain showed exemplary leadership and organising ability to help communities ravaged by Hurricane Mitch along the Rio Coco river on the Nicaragua-Honduras border.

Lt Cunningham, at the time an assault engineer troop commander on deployment in the helicopter carrier HMS Ocean, was given total responsibility for providing emergency relief to the village of Aris Tara.

Meanwhile, Chief Chamberlain was deployed with other medical staff from the ship, with 45 Cdo RM and 11 Company Royal Netherlands Marine Corps.

Invincible's 'outstanding' CO in Gulf is honoured

THE COMMANDING Officer of HMS Invincible during her deployment in support of Operation Bolton in the Gulf has been made a Commander of the British Empire.

Capt James Burnell-Nugent received the honour for "his outstanding command" of the aircraft carrier. He is being promoted Rear Admiral and is due to take up a new appointment as Assistant Chief of the Naval Staff this month.

Another Invincible officer, Lt Nicholas Weightman, has been awarded the Queen's Commendation for Valuable Service for his part in the NATO operation to liberate Kosovo. A Sea Harrier pilot of 800 Naval Air Squadron and an air warfare instructor, Lt Weightman's work enhanced the operational capability and tactics of Invincible's aircraft over Kosovo.

Sea rescue skill wins mariners trophy

FOR HIS skill in handling a seaboard in atrocious conditions during the rescue of two ageing yachtsmen, AB(R) Michael McCarthy has received the Lady Swaythling Trophy.

The trophy was presented in London by Admiral of the Fleet Sir Julian Oswald and is sponsored by the Shipwrecked Fishermen and Mariners' Benevolent Society. It goes each year to seafarers who have shown outstanding seamanship.

AB McCarthy was a member of HMS Anglesey's ship's company when she was involved in the rescue 25 nautical miles west of Lundy Island in the Bristol Channel.

The yacht, with a broken boom and rolling

violently in rough seas, had fired a red flare. Anglesey, on fishery protection duty, responded and launched a seaboard with AB McCarthy as cox'n.

The award citation says that the AB "demonstrated considerable skill" in positioning the seaboard, first to pass a towline and then to come alongside so that his bowman could scramble on board.

AB McCarthy then had to bring his boat hard alongside the yacht so that the occupants could be taken off by being rolled, one at a time, off the cockpit edge into the seaboard.

Yacht and crew were safely taken to Milford Haven the same day.



● AB Michael McCarthy – cox'n in yacht rescue.

THE FULL LIST

HONOURS and Awards to Naval Service personnel:

CBE – Capt James Burnell-Nugent.

MBE – WO2 G. Smith RM (Northern Ireland).

QCB – Mne Dominic Erskine, CPO(D) C. R. (Windy) Gale, Sgt I. A. Harris OGM, RM (N. Ireland), Lt Cdr Martin Jenrick, C/Sgt D. C. (Ron) Lang RM, Lt Robin Metcalf RN, CMEA Peter Simpson.

QCVS – Lt Col Nicholas Miles Bennett Arding RM (N. Ireland), Col Robert Murray Bowkett RM (N. Ireland), Sgt M. A. Brewer RM (N. Ireland), CPOMA R. D. C. (Rikki) Chamberlain, Capt Andrew Cunningham RM, Lt Timothy Mould RN, Lt Nicholas Ellison Weightman RN, Sgt S. G. Welch RM (N. Ireland).

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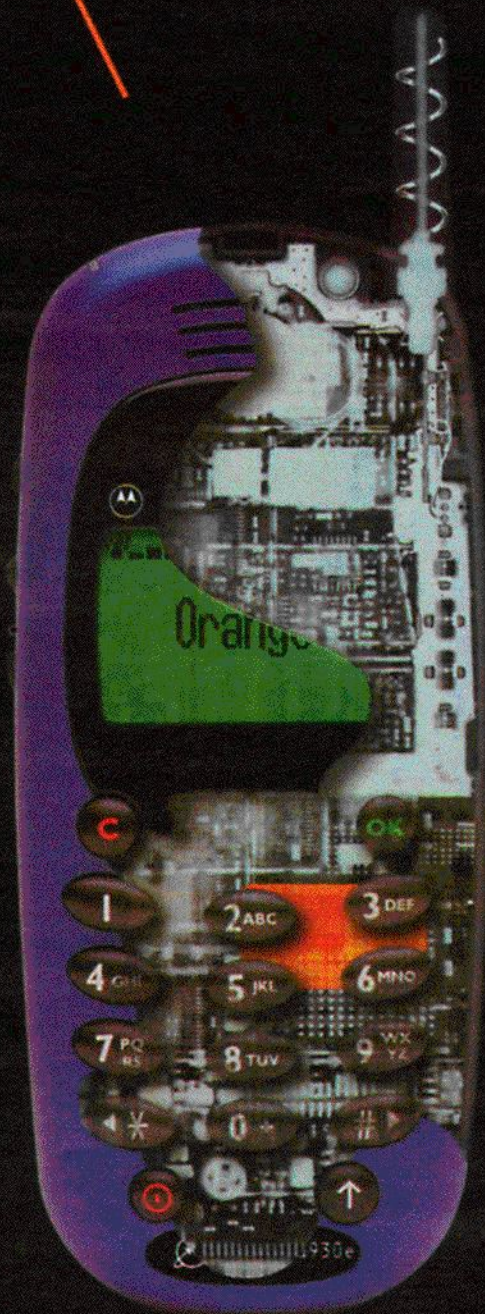
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ATTRACTIVE SLIM blonde, young 40, G.S.O.H. (smoker). Seeks witty Popeye for friendship. Photo appreciated. **BOX DEC 12**

JANE ATTRACTIVE caring/single. Seeks handsome 40+ serviceman for friendship. **BOX DEC 13**

FOREIGN 'MAD COW' 33 seeking 'mad bull' with G.S.O.H. for friendship. All penfriends welcome, A.L.A. **BOX DEC 14**

ATTRACTIVE BRUNETTE, 39, non-smoker. Seeks unattached male 32-42, friendship/romance. **BOX DEC 15**

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TALL DARK SAILOR 24, into music sport, reading. Seeks female. **BOX DEC 16**

LORRAINE/CINDERELLA 41. Seeks prince charming officer, marine, sailor with G.S.O.H. **BOX DEC 17**

KATRINA 25, single mum. Seeks naval penpal, for friendship/correspondence. **BOX DEC 18**

LISA 26, STRANDED on island in south. Seeks male penpals. **BOX DEC 19**

SUE 38 G.S.O.H. brunette. Enjoys pubs, clubbing. Seeks sailor/marine aged 30-38 for friendship/relationship. **BOX DEC 20**

SLIM, PRETTY, sexy woman, 22. Seeks sailors/marines for fun, friendship, romance, letters. **BOX DEC 21**

MADGE, WIDOW 60's. Varied interests. Seeks sailor penfriend for friendship, interests. **BOX DEC 22**

SINGLE FEMALE, 44, shortsighted, 5'2", well built, ugly, but G.S.O.H. Seeks penpals. **BOX DEC 23**

FUN-LOVING FEMALE G.S.O.H. 5'6", blonde. Loves music/cats. Seeks male penpal. **BOX DEC 24**

TALL PRETTY BRUNETTE, aged 30. Seeks single male for flirting and friendship. **BOX DEC 25**

LISA, LOOKING FOR Justin. Met twice in Diva, lost contact. **BOX DEC 26**

CLAIRE 29, SINGLE, 5'9" brunette. Likes reading/socialising. Seeks genuine, mature male, 30-36 with G.S.O.H. **BOX DEC 27**

JACKIE 40, G.S.O.H. enjoys horses, cooking, fun & life. Seeks Naval/Marine 35-45 penfriend. **BOX DEC 28**

PETITE BRUNETTE. Likes PC, Man Utd, Ten Pin Bowling, music. **BOX DEC 29**

JANET 45. Brighten up my life. (Male) naval penfriend required. **BOX DEC 30**

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People in the News



Submarine has splendid results

BRIGHT SPARKS have been spotted in the electronic warfare department of the nuclear submarine HMS Splendid.

But it's not a wiring problem - its the staff who have just won the RACAL Submarine Electronic Warfare Trophy for the excellence of their work last year.

The RACAL Trophy is awarded annually to the boat which produces the best set of Electronic Warfare records and it was accepted by EW Officer Lt Calvin Osborne on behalf of his whole department while Splendid was alongside at her home port of Faslane.

After the presentation, by RACAL Defence Electronics Chairman Barton Clarke, Splendid's CO Cdr Richard Baker said: "I am very proud that HMS Splendid has won this award."

"It is positive recognition of both the high quality of the people on board and the training they receive."



● **BRIGHT SPARKS:** LOM Sean Reader shows off the RACAL Trophy with Company Chairman Barton Clarke. Lt Osborne (left) CPO Dougie Peak, CPO Colin Evans and OM David McCoy

"The professionalism and team work displayed by the EW department has been recognised by this award but it is these qualities which makes the Submarine Service work so successfully."

The RACAL Trophy was first

presented to the Submarine Service in 1985 and has been handed on to each year's winner ever since.

But as there is no more room for inscriptions on the current trophy, HMS Splendid will be keeping it indefinitely!



● **THE RESCUERS:** John Bottomley meets airmen Nick Chick and Kel Jeffries, the pilot and navigator of the Sea King which saved his life.

Thanks for saving me!

CLIMBER John Bottomley owes his life to airmen from HMS Gannet who flew him to hospital after a serious fall in Glen Orchy.

The 19-year-old from Greetland, Halifax, sustained severe head injuries and was rushed to Glasgow Hospital in a Sea King flown by Lt Nick Chick and Canadian exchange officer Capt Kel Jeffries.

John was unconscious throughout the rescue but he made a special trip to the air station near Prestwick to thank Lt Chick and Capt Jeffries in person as soon as he was well enough.

Although John may not be able to resume his climbing career he is looking forward to a bright future and will soon be starting at Edinburgh University.

Back on board - aged 89!

EIGHTY-nine-year-old Arthur Baker retired from the Royal Naval Volunteer Reserve in 1970 but he was so keen to serve Queen and Country that the Navy asked him back!

The retired Lt Cdr, who served on minesweepers and trawlers during WWII, wanted to celebrate the 70th anniversary of his enlistment in the RNVR by spending a day at sea with the modern Navy.

Arthur is still very able and at the age of 83 requested a posting saying: "I am fit and active and more than willing to serve in any capacity if called on to do so."

"Please don't look at my chronological age. I am enthusiastic to give any service if needed."

His request for a day at sea was granted after the necessary arrangements were made with Flag Officer Training and Recruiting, Director of Naval Staff and Flag Officer Surface Flotilla by Cdr Peter Hughes of the Directorate of Naval Recruiting.

And after a day on board Type 42 destroyer HMS Manchester during her Sea Days exercise with HMS Illustrious, Lt Cdr Baker said: "This has been a dream come true. I have had the most wonderful time possible. Everyone has been so kind."



● **GOING STRONG:** Lt Cdr Arthur Baker celebrates the 70th anniversary of his enlistment in the RNVR with his daughter Mrs Gillian Worth and S/Lt Rachael Retter, on board HMS Manchester.

In brief



● **£3,000 WIN:** MEM Skyner from HMS Fearless

Mechanic scoops £3K

MARINE engineering Mechanic Andrew Skyner is £3,000 richer after scooping a top prize in the RN/RM Sports Lottery.

The 20-year-old from North Wales, who is currently deployed on Exercise Argonaut in HMS Fearless, was presented with the money by Commander-In-Chief Fleet, Admiral Nigel Essenhigh.

Andrew, a Command level cross country runner, plans to spend the cash on Christmas presents and a new guitar.

Sisters find father figure

TWO SISTERS from Yorkshire travelled to Portsmouth to see a 60-year-old silver monument which features a model of their late father as a young man.

Sheila Huntington and Eileen Cox are the daughters of Robert Dixon, one of the sailors who pulled the gun carriage at the funeral of King George V in 1936.

They had heard that a silver model of the procession existed and after Naval staff helped them track it down to the WO & SR Mess at HMS Nelson they were invited to see it by the Mess President and presented with a commemorative photo and a crest from HMS Nelson.

Sheila said: "It has been quite an emotional experience. Our father was always very proud that he had been selected to take part in King George's funeral and it brought a lump to our throat to see his name on the silver."

Heli school has new CO

THE DEFENCE Helicopter Flying School at Shawbury has a new CO with the arrival of Capt Mike Knowles.

Capt Knowles, who was previously President of the Admiralty Interview Board at Gosport, takes over from Colonel Mike O'Donoghue who has retired from the Army Air Corps.

The formalities were completed in traditionally light-hearted fashion with the hand over of the CO's official bicycle.



● **CO:** Capt Mike Knowles



Some things coming to Navy News... keep a close watch on next month!

NOTICE

All advertisements submitted for entry into the Navy News Penfriend Column are subjected to copy approval.

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Please note: We can take no responsibility for the nature or source of the replies received. You must be over 18 to advertise in this column.

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People in the News



● **COMMENDED:** CPO Andrew Schofield from Yeovilton.

Chief highly commended

AIR ENGINEER Andrew Schofield has won a commendation from the Chief of Fleet Support for helping to keep front line helicopters flying through a recent shortage of Gems engines.

The CPOMEA(M) at the DSEA Engineering Authority at Yeovilton worked unstintingly to minimise the impact on operational capability.

Following in Dad's footsteps

ONE OF the proudest people in the audience at HMS Raleigh's latest passing out parade was Lt Cdr Les Mitchinson from MOD London.

His 17-year-old daughter Louise has just completed her basic training there after following her father's footsteps into the Navy.

● **PROUD:** Lt Cdr Mitchinson and his daughter Louise, who has just completed basic training at HMS Raleigh



Emma's descendant immortalised in oil

THE GREAT, great, great grand daughter of Lady Emma Hamilton, was the guest of honour at a Trafalgar Day celebration in a Portsmouth pub which bears her famous ancestor's name.

Mrs Anna Tribe was invited to The Lady Hamilton pub which stands at the gate of Portsmouth's Historic Dockyard near Nelson's flagship HMS Victory, to unveil an oil painting of herself commissioned by landlord Bill Scott.

The portrait hangs in the bar alongside others of Lady Hamilton herself, Lord Nelson, and scenes of battle from some of the Admiral's most famous victories.



● **YOU'VE BEEN FRAMED:** Mrs Anna Tribe, great great great granddaughter of Lady Hamilton, is presented with her portrait by pub landlord Bill Scott. Picture: LW(PHOT) Christine Wood

Jon Raleighs to charity's cause

FORMER Naval Officer Jon Rogers has landed a top job with the youth development and conservation charity Raleigh International.

He has become the new Deputy Director of Operations for the charity which runs challenging environmental, community and adventurous expeditions in some of the remotest parts of the world.

Jon, a former Seaman Officer who spent eight years in the Navy, joined Raleigh International as a project manager in Chile back in 1991, and found that the skills he had gained from the Service fitted very well with the needs of the expedition.

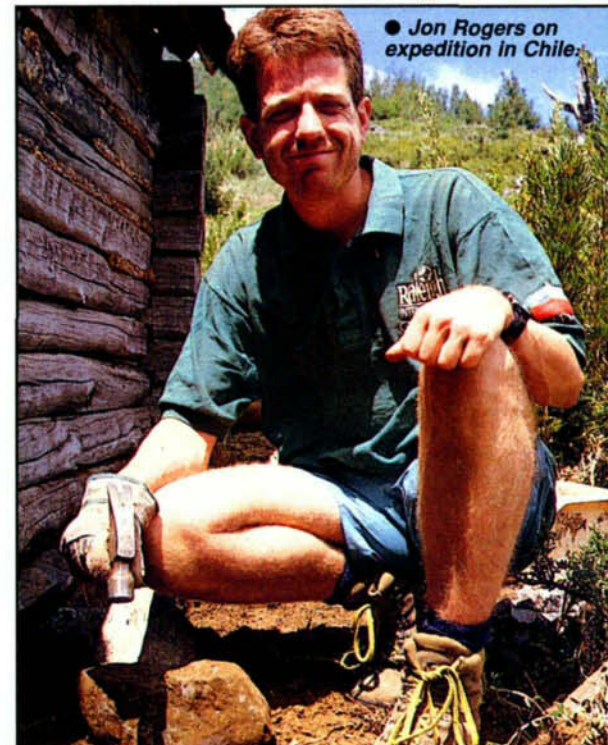
After spending four years at university he re-joined Raleigh's team as a full time expedition leader and devoted another three years to community and environmental projects in both Chile and Namibia.

But his new post will see him dealing with the day-to-day support and supervision of all of Raleigh

International's expeditions. Jon said: "Raleigh is great for adapting experience and skills to a new environment. Add to that the opportunity of working with a huge variety of people on something worthwhile and the result is an outstanding learning experience."

"It is a great opportunity for Service personnel to combine some adventurous training with development of their management skills."

To find out more about staff opportunities on Raleigh expeditions to Belize, Brunei, Chile, Ghana, Mongolia and Namibia, refer to the Joint Service DCI or contact Raleigh on 020 7371 8585.



● Jon Rogers on expedition in Chile

Qualified success

HMS INVINCIBLE'S CPO Peter Batchelour has become one of the first people in the forces to be awarded a new Level 4 NVQ in Engineering Management Technology.

He gained the award after 24 years in the Navy and a year of academic study, and his qualification was presented on board by Open University Director Mr David Pollard.

□ During HMS Invincible's last Gulf and Adriatic deployment, Level 4 NVQs in Catering and Hospitality Management were awarded to WOSTD Gary Slater and CPO Neil Titley.

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Brainwave pays for trip to Big Apple

A LEADING hand's award-winning brainwave could see him jetting off to a honeymoon in New York on board Concorde.

LOM(SM) Paul Batten submitted a mathematical formula to the MOD's award-winning GEMS suggestion scheme (as reported in May's edition of *Navy News*), making submarine navigation under pack ice far safer.

Paul's formula enables the depth of ice keels – massive blocks of ice jutting deep down into the sea – to be swiftly

and accurately calculated from its shadow and other data from the submarine's side-scanning navigation sonar.

Four elements of numerical data are fed into a mathematical model on a laptop computer, giving the required information.

The suggestion – now officially known as the Batten Method, and adopted for use by all Royal Navy submarines operating within the Polar region – originally won Paul £150 as the most innovative within the MOD.

The prize was modest, because under GEMS rules larger prizes had to be directly related to savings.

But the Batten Method was also submitted to the ideas.uk competition, a conference of the network group of the UK Association of Suggestion Schemes – and came away with the top prize, which includes two Concorde tickets to New York.

As Paul (32), currently at HMS Collingwood, is engaged to marry Victoria Long, a Naval nurse at the

Royal Hospital, Haslar, the couple are rethinking their wedding plans to include a honeymoon in the Big Apple.

More than 2,000 suggestions are received annually by GEMS, and in the last year they contributed direct savings to the Defence budget of £16 million, as well as operational and efficiency improvements.

Three MOD suggestions made the final 24 at the ideas.uk event, and GEMS itself won special accreditation at the conference.

RN says 'Aye Aye' to IIP

EIGHT UNITS of the Naval Recruiting and Training Agency have earned national awards for the high standard of their work.

The RM School of Music, Defence Diving School, Directorate of Naval Reserves, HMS Excellent, HMS Collingwood, NRTA HQ, Directorate of Naval Recruiting and HMS Sultan have all earned Investor In People awards.

Cheaper calls negotiated

CHEAPER British Telecom phone calls have been negotiated by the Defence Communications Services Agency.

From now on, BT calls made from MOD sites in Britain and Northern Ireland will cost 18 per cent less than before.

This is in addition to the 16 to 19 per cent corporate discount BT already offers the MOD which saves £1.5 million a year on calls alone.

Rabies expert vets Cyprus

HOPES that Cyprus could one day be included in a United Kingdom 'Pet Passport' scheme have been raised after a visit to the island by a senior Veterinary Surgeon.

Robin Bell, a member of the Veterinary International Trade Team, was there to find out if Cyprus could be designated 'rabies free' and therefore eligible to join the Pet Passport Scheme in April 2001.

Wrens logo reappears

FORMER members of the WRNS may be interested to know that a range of clothing with the Service's logo is available from the Southampton Branch of the Association of Wrens.

A range of items in several different colours is on sale, all sporting the much missed 'blue badges.' For details, contact Shirley Lawson, 27 Broadlands Ave, Eastleigh, SO50 4PP, tel 01703 618708.

New style of training for young officers

RADICAL changes in the structure and content of Fleet Training for Young Officers will be introduced from the beginning of next month.

The new-style Fleet Training which will operate from January 2000 is the result of recommendations made in the 1998 Young Officer Training Study.

At present, Young Officers spend eight months training in the Fleet to build on the general naval knowledge gained at Britannia Royal Naval College Dartmouth.

During their sea time, which is usually in a front-line frigate or destroyer, they are also expected to develop their leadership ability.

At the end of it they are assessed by Fleet Boards held at HMS Collingwood three times a year, presided over by a sea-going CO of captain or commander rank, and passing is a major milestone in the YO's progress through initial officer training.

From January, Fleet Training will become a two-stage process. As before, YOs will experience life at sea, learn how a warship operates and acquire the necessary knowledge and skill to be an Officer of the Day and Assistant Divisional Officer.

But the first stage of new Fleet Training, to be known as Common Fleet Training, will be undertaken by all specialisations, including Engineer (Training Manager) officers, but with the exception of air crew.

Common Fleet Training (CFT) will be assessed by a new Fleet Board which will involve a written examination for the first time, and an interview similar to those conducted by the Admiralty Interview Board.

After the board, YOs will move to Specialist Fleet Training (SFT). For Supply and Weapon Engineering Officers this will mean another two months at sea.

But Warfare Officers will complete six months of SFT,

generally in minor warfare vessels, to gain the required supervised bridge watchkeeping time to proceed on to their professional training.

Marine Engineering, Air Engineering, and Engineering (Training Manager) officers will not take Specialist Fleet Training but will move directly to their professional training, either SEMC or the E(TM) foundation training course.

New task books are also being introduced which have been designed with usefulness to the YO as top priority, avoiding the 'signature chasing' which was a feature of the old-style task book.



● **FLEET TRAINING:** Radical changes in the training of Young Officers will be introduced from January 2000.

Weekend sea training for Royal Naval Reservists

OPPORTUNITIES for Royal Naval Reservists to go to sea in all ships of the Fleet are better than ever before.

The RNR has been fully integrated into the Royal Navy since 1994, and the Strategic Defence Review of 1997 made it even easier for reservists to embark on an operational deployment.

But to help get them ready for their first deployment to a major unit, training teams in the UK's 13 Reserve Training Centres have been busy devising ways of getting their new entrants to sea as soon as possible.

As several of the centres are a long way inland, joining a ship with a dozen new entrants is not something which can be done without a great deal of planning.

Faced with ever-increasing numbers and the addition of student nurses from the Oxford satellite unit, HMS Northwood's Training Team turned to the ship's company of the Oxford University Royal Naval Unit (URNU) patrol craft HMS Tracker.

HMS Tracker, which was delivered to the URNU earlier this year, has a full-time complement of five and can accommodate and train 15 students at a time.

Capable of 26 knots, the craft can provide a responsive and exciting introduction to the sea, ship handling and chart work.

In a rare weekend during college term when the craft was not training URNU students, a team of Reservists from Northwood joined HMS Tracker while she was alongside at Portsmouth.

For the next two days the Commanding Officer, Lt Cdr Phil Houghton, and regular crew of HMS Tracker put them through their paces during manoeuvres in the Solent and to the east of the Isle of Wight.

Both the inside and outside bridge positions were used to conn the ship, operate engine controls, and carry out chart work in the P2000 with the visitors enjoying an overnight stop at Southampton's Ocean Village on the Saturday night.

In brief

VIP tours of HMS Victory

THE SUCCESS of a series of special, guided tours of HMS Victory run earlier this year is being followed up with a new programme of similar tours this winter.

The 75-minute special-interest trips will reach parts of the ship unseen by visitors on the regular tour, and will run until the end of February. Sold as a £2 supplement to the normal Victory ticket, the trips are available at 2.45pm each weekday afternoon except between December 15 and January 3 and February 19-27.

Numbers on each tour are restricted to 20 and there is an age limit of 11.

Institute for officers

ARMED Service officers from senior lieutenants (RN) and their equivalents are now eligible to apply for full membership of the Institute of Directors.

The Institute has opened its doors to Forces officers because of their mix of Service skills, experience and training – and their civilian qualifications and experience.

Reserve officers are also eligible, and all officers below the rank of senior lieutenant can apply for associate membership. An Institute committee will examine applications.

Details are given in Joint Service Defence Council Instruction 118/99.

New medal for reserves

THE FIRST award of a new medal for the Reserve forces has been made by the Queen at Buckingham Palace.

The Queen's Volunteer Reserves Medal was presented to one member from each Armed Service at a State Investiture. The RNR representative was Cdr Kevin Kinsella.

The medal, approved by Her Majesty earlier this year, is awarded for exemplary service.

A week before the investiture on November 4, the first woman head of the RNR, Commodore Muriel Hocking, handed over to her successor, Commodore Gerald Wood.

The ceremony took place on board HMS Victory in the presence of the Second Sea Lord, Admiral Sir John Brigstocke, and the Flag Officer Training and Recruiting, Rear Admiral John Chadwick.

Memorial for Brazen

SAILORS who died in a shipwreck 200 years ago will be commemorated by the people of Newhaven next month.

On January 26, 1800, the 18-gun sloop HMS Brazen was on coastal duties in the Channel under the command of Cdr James Hanson.

The ship was caught by gale force winds and driven up the Channel and was broken up on the cliffs at Newhaven.

It was Newhaven's worst ever maritime disaster and all hands were lost, with the exception of one non-swimmer who was hauled up the cliffs in a cage.

To mark the 200th anniversary, the Newhaven Historical Society and the local RNA are organising a service at St Michael's Church, Newhaven, on January 26 at 10.30am. For details, call the Secretary of the Historical Society on 01273 513 626.

Reserves enjoy signal success



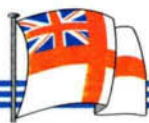
NAVAL RESERVISTS at HMS Northwood have won the Mountbatten Wireless Trophy after out-performing colleagues in a dozen other RNR training centres.

The prestigious annual award is presented to the Reserve Unit which makes the most significant progress in comms training and achieves the best overall standards during the year.

And Countess Mountbatten of Burma delighted members of Northwood's Communication Department when she visited to present the 20-inch silver trophy to Lt Fiona Bryce RNR, the Communications Branch Training Officer at HMS Northwood, who accepted it behalf of all of the staff.



● **AT SEA:** S/Lt Mark Alder RNR and his watch on the open bridge of Oxford URNU's new P2000 HMS Tracker.



New task force reports progress in key areas

THE SERVICE Families Task Force is reporting progress in five key areas of Government policy which effect the lives of almost every sailor, soldier and airman, or their wives, husbands and children.

The Task Force representatives have been briefed by officials from several Government departments who are tackling problems in Schools Admissions, eligibility for Job Seekers Allowance, student grants, childminding, NHS waiting lists and in registration with NHS dentists.

The special educational needs of Service children, who are often forced to move schools at short notice were recognised by the DfEE in April's new Admissions Code of Practice.

Since then the Services Families Task Force (SFTF) has been closely consulted during the drafting of a new Code of Practice for Admissions Appeals which is due to be published shortly, making specific reference to Service families.

In the area of student grants, education regulations are soon to be amended to make grant applications easier for children of staff deployed overseas. At the moment, parents who have not lived in the UK in the three years

which precede grant applications have had particular difficulty.

But the rules are soon to be changed so that they can be considered as employed abroad on a temporary basis, which will greatly simplify the process.

Spouses who have to give up jobs to follow service personnel often have trouble when applying for jobs seekers allowance, on the grounds that they left work voluntarily or unnecessarily early.

But the DSS and DfEE are now collaborating to draw up new guidelines for Service spouses who need to claim JSA.

Discussions are also underway to allow Service spouses who are registered as childminders to

transfer their registration to their new local authority when they move house, instead of having to apply again from scratch.

New guidance issued to be issued to NHS Trusts will require them to take account of time spent on other hospital waiting lists where at present they are asked.

And the Health Service is also drawing up a leaflet with advice on re-registering with NHS dentists, and is considering an incentive scheme to encourage surgeries to accept them.

Many more areas of concern are being tackled by the SFTF. For more details, write to SFTF HQ, 22 Tallyour Rd, Crownhill, Plymouth PL6 5DQ, or telephone 01752 789444.

RN&RMFA to hit the road

IN ITS first eight months of existence the RN & RM Families Association has had a packed programme.

Nine members of staff at their Plymouth HQ have helped to ensure Naval representation on the Service Families Task Force.

And the group's Chairman Maxine James has been invited to act as a trustee of the Annington Trust.

The RN&RMFA plan to implement a roadshow and hope to be visiting HIVEs, community centres and Service establishments to promote their work and gather suggestions in the near future.



● **CHARITY:** Families from all religious denominations at RN air station Cudrose donated an impressive haul of food for the Salvation Army at Harvest festival services conducted by Revd Tim Wilkinson, Fr Jon Bielawski, Revd Mike Brotherton and Verger Phil Burnett (above.)

Cash is available for improving your quality of life

CASH grants of £500 to £1,000 are available for projects which improve the quality of life enjoyed by Service families.

The money comes from the Annington Trust, set up by the Annington Homes Corporation to provide services which would otherwise not be available to Forces families.

Typical projects funded by the trust include equipment to establish a creche or toddler group and outdoor play equipment which is not fixed in place. The Trust does not usually fund projects involving structural work or improve-

ments to buildings.

Last year, the Annington Trust gave out more than £9,000, mostly to organisations that demonstrated a determination to raise some of the money required by their own efforts.

The RN and RM Families Association Chairman Maxine James, who is now an Annington trustee, says the Trust would like to see many more applications from the Navy.

For details, contact the RN&RMFA at 22 Tallyour Rd, Crownhill, Plymouth PL6 5DQ or telephone 01752 789444.

Helitots enjoying new classroom

TODDLERS at the Helitots day nursery at Cudrose ensured a lively celebration at the opening of their brand new classroom.

The excited youngsters were treated to chocolate cake, biscuits and donuts at the opening which was performed by the Commander of RNAS Cudrose, Cdr Richard Potheary.

Helitots, which became the first day nursery to open on a Naval establishment in 1994, is run by seven fully qualified staff who can cater for up to 34 children.

Helitot Co-ordinator Janice Thirlaway said: "We are thrilled with the new facility. The extra space it has given us will enable us

to create a classroom environment where we can separate the older children from the younger ones and concentrate on the serious business of carrying out pre-school work with them."

● **THUMBS UP:** Youngsters Kyrle Richardson (kneeling), Eleanor Radford and Jamie Collins give the go-ahead for Cdr Potheary to officially open their new classroom.



● **TUCK IN:** Cudrose's Commander, Cdr Richard Potheary, helps the children get started on the most important business of the day, subtracting slices of chocolate cake from the plate, adding them to their tummies and multiplying the number of sticky finger marks around the new classroom!

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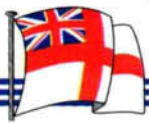
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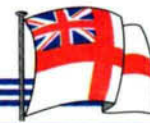
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Helping Hands



Navy's finest capsizes on debut

THE NEWEST ship in the Fleet helped a team from HQ British Forces Gibraltar raise £1,000 for a children's charity.

A joint Service team, led by CPO(EW) Taff Sutton, entered a charity 'boat race' with HMS Massive, a cardboard warship which was laid down in the George and Dragon Community Centre at Europa Point, and commissioned by Mrs Kate Willmett, wife of Commodore Andrew Willmett, Commander British Forces Gibraltar.

The destroyer won first prize for being the best-designed boat, and the trophy was handed over by Miss Gibraltar.

The race itself posed problems, however, as a design flaw led to Massive capsizing on her maiden voyage because of stability problems.

The team has promised to bring in naval architects next year.

● **Maiden voyage** – HMS Massive is accompanied by the HQBF Gibraltar team, including LS(R)s Brigham Young and Mark Gough (right of picture).



Watch your step!

Head for heights is vital in Clyde events

A HEAD for heights proved vital as fund-raisers hurtled across the Clyde on a cable on a wet and windy day.

The 'zip-line' ran from the top of Clydeport Ltd's 160ft Finneston crane to the south bank of the river, providing the intrepid participants with an exhilarating 30-second 'flight'.

Organisers hope to raise around £25,000 for the city's Prince and Princess of Wales Hospice.

Under the watchful eye of HMS Smiler, the fast patrol boat attached to Glasgow University Royal Naval Unit which acted as press launch for the event, 330 people threw themselves from the crane.

Fund-raising co-ordinator Debbie Rae said: "Originally we asked Clydeport if we could use the crane just on the Saturday, but we were so overwhelmed with bids that we were able to extend it into Sunday as well."

"We were handed about £10,000 on the day, and all the money raised will go towards the running costs of the hospice."

"A few jumpers had an extra bit

of excitement by slowing down too soon after crossing the river, and had to be given a helpful pull from the team on the ground."

Naval Regional Officer Commodore Angus Sandford said: "We were delighted to get involved in raising cash for such a worthy cause."

"As well as gaining visibility for the RN via Director of Naval Recruitment's caravan, HMS Smiler's having to pass through Bell's Bridge meant the White Ensign was flying in the city centre for the first time in many years."

■ Descending from great heights appears to be gaining popularity in the Clyde area. When Sue Cox won a raffle prize for 12 people to abseil from the Sportsdrome in the Faslane Naval Base, she decided it would be a good opportunity to raise funds for the East Clyde Street Tiny Tots playgroup – and more than £650 was gathered, to be spent on new toys and equipment.

On the day, eight intrepid Helensburgh mums assembled on the roof of the multi-storey car park in the naval base along with the Commanding Officer of HMS Victorious, Cdr Richard Allen, and Sue's husband, CPO Barry Cox, also serving in the boat.

The big drop was overseen by RN PTI Aidie Cole.



● **Feet first** – HMS Smiler appears to be trampled underfoot as a fund-raiser hurtles down the zip-line across the Clyde.

In Brief

Pass GO and collect £3,700 – for Legion

IT WAS third time lucky for a Naval officer in the Monopoly Live challenge.

Having captained teams that came 8th and 2nd in the past two years, Lt John Scivier, an air traffic controller on exchange with the RAF in Germany, won the Royal British Legion event, beating 70 teams and bringing his teams' total to £3,700.

With his RAF partner Nick Cooper, John ran around all the Monopoly sites in London, beating the previous record by well over 90 minutes.

Pack it in – and coin it in

SUBMARINERS training at HMS Collingwood helped with the shopping at a supermarket – which helped a children's charity.

Two classes of Operator Mechanics (Submarines) spent the day at the Asda store in Fareham, raising £522.50 for the Rainbow Centre in the town – which helps children with cerebral palsy and similar disabilities – by packing shopping for customers.

Sporting chance

A FUND-RAISING session in the new fitness suite of HMS Excellent in Portsmouth raised £300 for the Special Olympics, allowing sportsmen, women and children with disabilities to train and compete in a range of Olympic sports.

Windfall aids fitness

Sailors in HMS Illustrious are keeping in good shape thanks to a Windfall Millennium grant from the Sailors' Fund Fleet Amenities and Sports Fund – the cash was used to buy new fitness equipment for the aircraft carrier.

Chiefs net school cash

THE CHIEFS' Mess on board HMS Manchester raised £316 during their NATO Atlantic deployment last year, and a cheque was handed over to the Heathfield School in Fareham, which caters for children with learning, physical and sensory impairments.

Team goes Dutch

A DASH for Cash to Amsterdam provided almost £1,200 for charity for an outlay of £50.

The HMS Collingwood team – CC Steve Austin, CPO Taff Jones, PO Scottie Scot and Ms Vanessa Cheatham – were loaned a car by Hendy Ford of Cosham, and the South Devon Sports Association for the Disabled benefited by £1,175.

Car office turns green

MEMBERS of staff in the HMS Drake office of Avis car rentals donated combat gear for Green Fun Day, highlighting the company's commitment to the environment by planting more than 26,000 trees this year to offset the effects of exhaust emissions from their fleet.

Top-notch effort for top floor

MEMBERS belonging to the HMS Dorsetshire Survivors Association have presented a cheque for £36,000 to pay for the development of the top floor of the Devonport Royal Fleet Club.

The refurbished floor will open on Easter Sunday next year.

The association has already provided £58,000 to the club, which paid most of the cost of installing a new lift, named the HMS Dorsetshire Lift.

And on Easter Sunday a further cheque for £5,200 will be presented for Alexandra House, the temporary home for Naval children – the eighth year this sum has been given, bringing the total to £41,600.

The chairman of the association, Bert Gollop, presented the cheque for the top floor work to Capt David Tall, Captain Base Personnel of HMS Drake in Devonport.

Party on – worldwide

NEWS of Naval tea parties and coffee mornings around the globe in support of charities continues to come in.

Type 23 frigate HMS Northumberland, currently deployed in the Caribbean as part of Atlantic patrol group, held a coffee morning in aid of Macmillan Cancer Relief during a visit to Trinidad.

The event was organised by Mrs Tessa Harborne, wife of the British High Commissioner, as part of the World's Biggest Coffee Morning, and the ship raised £328.

Meanwhile, RN air station Culdrose played its part in the SSAFA Forces Help Big Brew-up.

"More tea, vicar?" was the cry as the Rev Mike Brotherton hosted a vicar's tea party, while Tesco's in Helston invited Service personnel in to a tea party to boost the total.

Cycle ride

A SPONSORED cycle ride across the battlefields from Dunkirk to the Somme next summer will raise money for the Friends of War Memorials.

Potential participants should ring 0207 259 0403, or fax 0207 259 0296.

RN Benevolent Trust aids more than 5,000

MORE than 5,700 people, serving and retired, were helped by the Royal Naval Benevolent Trust last year to the tune of more than £2 million.

Figures announced at the Trust's 77th annual meeting on board HMS Warrior in Portsmouth

showed that financial grants totalling £1.6 million were given in 4,600 cases, and a further £500,000 was made in regular payments to 1,111 elderly people to supplement their incomes.

RNBT president Rear Admiral Anthony Norman thanked other organisations which work with the Trust, in particular, casework carried out by SSAFA Forces Help, the Royal British Legion and the Naval Personal and Families Service.

Admiral Norman also said that the £2.5 million redevelopment of Pembroke House at Chatham, the Trust's residential home, should be completed on time in March.

Second Sea Lord Admiral Sir John Brigstocke spoke of the fact that the charity rightly draws no distinction between those serving and those who have served.

He also talked of the voluntary deductions from pay scheme being introduced to the Navy, from which the RNBT will be a major beneficiary.

● **Hello, Jack** – Endal the Labrador thanks the RNBT mascot for the new wheelchair given to his master, ex-CPO Allen Parton.

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Seaplane pilot awarded Legion d'Honneur at Armistice Day ceremony

1918 Naval flier honoured by the French



● Mr Bristow receives the Legion d'Honneur from Air Vice Marshal David Niven.

A NAVAL pilot who flew seaplanes in World War I has been presented with one of France's highest awards for gallantry 11 days before his 100th birthday.

Former Sub Lieutenant Philip Bristow received the Legion d'Honneur from Air Vice Marshal David Niven, CO of the Joint Helicopter Command, on Armistice Day – November 11. Mr Bristow was celebrating his centenary as Navy News went to press.

The presentation was made at the Royal British Legion's Tidworth College, Wiltshire, near his home at Burbage.

Mr Bristow, a widower who lives alone and looks after himself – with a little help from friends – joined the Royal Naval Air Service in 1917.

His operational flights were mainly in floatplanes made by Short Brothers and took the form of reconnaissance and anti-submarine patrols over the North Sea.

"We had 230lb of bombs under the wings and the observer was armed with twin machine-guns," he told Navy

● S/Lt Philip Bristow in 1918 – and (below) at the controls of his Short 184 seaplane.



News. "When you came down there was little you could do except sit and hope someone would spot you and give you a tow back to land."

During his patrols he three times had to make an emergency landing on the sea. "The radio was very primitive and when you were flying, the aerial had to be trailed 100ft below. You could only communicate by radio when you were airborne, and it had a range of 60 miles maximum."

The first couple of times he

had to ditch, he was towed ashore by trawlers – but the third time he was a long way from land.

"I was beginning to wonder what was going to happen when I spotted a Norwegian ship in the distance. It started to come towards us but before it arrived a British destroyer appeared and towed me in."

In April 1918, the Royal Air Force was formed from the Royal Flying Corps and the RNAS – so Mr Bristow became an RAF officer. Until he was demobbed in May 1919, he continued flying seaplanes, his task after the Armistice being to search for the dangerous

remnants of war – mines that had broken away and were floating around the North Sea and Channel.

After returning to civilian life he eventually took over his father's business as a Cardiff glass merchant, finally retiring in 1964.

He never flew as a pilot again – "Very few of us did, you know" – but he still treasures the keepsakes and artefacts which he retains from his flying days, and has written accounts of his service for the files of the Fleet Air Arm Museum.

"I lived through remarkable times," he said, "and thankfully I survived."

Plaque now marks car park grave of war hero

A NAVAL holder of the Victoria Cross, whose grave Navy News revealed a year ago lay under a ferry-port car park, has been commemorated with a plaque near the site.

On November 5 – exactly 145 years after the action that won Seaman Thomas Reeves one of the first VCs – the plaque was unveiled at the Continental Ferry Port at Portsmouth.

Reeves, whose grave was originally thought to have been lost, died a pauper in 1862. He received the VC from Queen Victoria herself, for his valour at the Battle of Inkerman during the Crimean War.

The plaque was unveiled by the Lord Lieutenant of Hampshire, Mrs Mary Fagan, in the presence of the Lord Mayor of Portsmouth, Cllr David Horne, members of the Commercial Port Board and representatives of the Royal Naval Association – including standards from South Coast branches, and the president of the RNA's No.3 Area, Admiral Sir Derek Refell.

A memorial service followed.

Darren in search for bone marrow donor

A SAILOR is searching for a bone marrow donor after twice being struck by leukaemia.

Darren 'Dick' Barton (right), of Fareham, was two years through the Artificers Candidates course at HMS Sultan in June 1997 when he was found to be suffering an acute form of the disease.

After chemotherapy, it was decided he needed a bone marrow transplant – similar to a blood transfusion – and as there were no strong matches in his family, his own marrow was purged and reintroduced, apparently successfully.

Dick passed out as an artificer in January this year, and joined HMS Illustrious in April, but the leukaemia returned by the summer.

He now seeks a transplant from an unrelated donor, and urges anyone aged 18-40, in excellent health, and at least eight stone in weight,



to contact the Donor Recruitment Section of the Anthony Nolan Bone Marrow Trust, PO Box 1767, Royal Free Hospital, London NW3 4YR, tel 0171 284 1234, fax 0171 284 8226.

Dick can be contacted on 01329 844995.

Liverpool in twin-town link in Haifa

ONE OF HMS Liverpool's roles when the Type 42 destroyer visited Haifa was to further the twinning arrangement between the Israeli port and the ship's home base of Portsmouth.

Liverpool's Commanding Officer, Capt Dick Twitchen, delivered a personal letter from the Lord Mayor of Portsmouth, Cllr David Horne, to the Mayor of Haifa, Maj Gen Amram Mitzna (retd).

The ship made the visit during duty as Britain's contribution to NATO's Standing Naval Force Mediterranean. During her deployment, she has visited Naples, Marseilles, Barcelona, with La Spezia, Tunis and Catania to look forward to before she returns home for Christmas leave.

Newcastle to act as floating classroom

DESTROYER HMS Newcastle has offered to act as a floating classroom during a major deployment next year. Plans being drawn up include a chance for schools in the Portsmouth and Newcastle areas to interact with the ship while she sails round the world, visiting ports along the way in a naval task group.

The ship's Commanding Officer, Cdr Steve Kenny, said the idea developed out of the 'Dear Sailor' initiative, launched by The News in Portsmouth, in which Hampshire schoolchildren wrote to the ship during her deployment off the Balkans.

"We had about 500 letters from 15-20 schools, which were distributed among the ship's company – and we wrote back to every single child," said Cdr Kenny.

Pictures and jokes were put up along 2 Deck, the ship's main thoroughfare, and the all-male ship's company was touched by messages which typically said "Dear sailor, I don't know who you are but I hope you are safe..."

To round off the campaign, four children from each school, plus teachers, were invited to a party on

board. And now Cdr Kenny is keen to keep the links alive.

"We plan to use HMS Newcastle as a geographic platform touring the world and linking back with the schools," he said. "The possibilities for using us as a teaching tool are tremendous. The ship will be a floating classroom."

Clyde Intranet

CLYDE Naval Base now has a site on the Intranet – the internal information system. Titled ClydeWeb, the system gives priority to corporate administrative instructions.

Also available are the base's temporary memos, and links can be made to other sites carrying useful information. Suggestions to: D DOVE/FCIS/FAS/FOSNNI/MOD@FCIS

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Drafty: A Christmas message from CND



Striving to stay on track

ASCHOOL report of the Naval Drafting Directorate's performance for 1999 might read: "A great deal has been achieved, but much remains to be done".

When I took over as Commodore Naval Drafting nine months ago, I inherited a wide range of career management initiatives that my predecessor had either set in train or predicted.

You may remember he wrote about these in Navy News last Christmas, and again in his farewell article in March. We now need to see what progress we have made, look to see where we started on the map, where we are now and where we want to get to.

The most significant step forward this year in my view is the start of selective promotions for junior ratings. As you know this is a five year transition from all-roster to all-merit promotion, and we began in July with the Leading Rate to Petty Officer boards, 90 per cent of whom were advanced on roster points and 10 per cent on merit.

The balance will shift towards all-merit promotion in 20 per cent incremental steps each year until 100 per cent merit promotion is achieved at the 2004 boards. Similar arrangements for AB to LH promotions start next May, again spread over a five year period.

To meet the increased demands placed on my own staff in handling this extra boarding load, we have this year merged the promotion and advancement offices in Centurion Building into a more streamlined and coherent organisation.

Another major change this year has been the first Short Engagement (Seaman) ratings joining the Fleet in February. At time of writing there are 75 SE(S) at sea and about the same number again in the training pipeline.

Designed as a means to help make up the shortfall of Warfare Branch ratings, the SE(S) is proving its worth and around 20 of their number have transferred to Open Engagements. Transfer can be sought at any

time, they do not have to wait until their 18 months engagement is nearly up.

And of course the Continuity Drafting trial has been running in the 6th Frigate Squadron since April, allowing the local drafting office in Tyne Building, Devonport, to manage the professional progress of the 6FS OM1s and 2s. The facility is well used and proving popular in providing continuity and predictability of employment. It could lead to a wider development of the scheme.

And finally of the new innovations, Second Sea Lord launched his Intranet Website this autumn. Although there is not yet wide access to it, I hope that those who can will find that the CND Web Page is a helpful summary of who we are and what service we provide. In time it will come within reach of many more of our customers. At time of writing, we are 'populating' our page, which will be a continuous process as this technology is taken into the new Millennium.

These are all significant improvements and go hand-in-hand with the other less visible but important changes reported a year ago, things like promotion prospects assessments (PPAs) for CCPOs/CPOs passed for WO, careers helplines and job vacancy adverts here in Navy News and in Globe & Laurel.

We would like to have done more by now, but all the predicted developments need resources to run them. Resources means money and money is not always available. It wasn't in this financial year, and our slice of the budget cake was not as large as we had hoped with plenty of other hungry feeders at the table.



At the start of this article I said checking progress on initiatives was like using a map. It is still clear where we are trying to get to, and we know we are not as close to that destination as we had hoped or expected.

It is as if a mist had come down and, although on the compass we are still on track, we have had to slow down a bit. We now hope that the next financial year will see the mist lift and we can then step out again with longer strides.

I expect to see, if not all this year then certainly in my time as CND, continuing moves to enhance career management for all ratings. I would like an additional WO on my staff to coordinate cross-branch issues such as branch transfers, extensions of service etc and for the more efficient employment of

the medically downgraded, excessive use of which is a wasteful margin we can no longer afford.

There is also scope for minor enhancements to drafting sections to give greater capacity to deal with non-routine enquiries. Close liaison with Drafty is essential. Do take the opportunity of visits to your area by my staff by going along to hear what they have to say; and like my predecessor I warmly welcome visits to us by Commanding Officers, Heads of Departments, Divisional Officers and Department Coordinators.

My next update in Navy News will be in July. Meanwhile my very best wishes to you all and your families for Christmas and the New Year and we will welcome ever-closer dealings with you in 2000.

Situations vacant

THE NAVAL DRAFTING Directorate is seeking volunteers for the following:

MEM 1 for HMS Ramsey. A sea-going billet based at Portsmouth. MEMOC required, from June for 30 months.

MEM 1 for HMS Inverness. A sea-going billet based at Faslane, MEMOC required, from June for 30 months.

MEM 1 for HMS Dumbarton Castle. A sea-going billet based in the Falkland Islands. MEMOC required, from June for six months.

NA(AH)s for DNR Wroughton. A shore billet based in Swindon, recruiting mobile display duties. Required March/April/June for 18 months.

POPT for exchange with the RAF. A UK shore billet based at RAF Halton. PT instructor duties, required April for 18 months.

CPO (Any) for the career liaison centre in London, office manager required April for 18 months.

CPO (Any) for the career liaison centre in Bristol, office manager required February for 18 months.

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The Battle of the River Plate



Veterans recall the famous battle on its 60th anniversary

SIXTY years have passed since HMS Ajax, HMS Exeter and HMNZS Achilles fought a duel with the German battleship Graf Spee off South America in one of the most famous engagements of World War II.

But memories of the Battle of the River Plate, which saw the destruction of one of Hitler's most deadly warships, are still fresh in the minds of many former sailors who took part in the action in December 1939 and returned to tell the tale.

In October of that year Commodore Henry Harwood took HMS Exeter and HMS Cumberland in search of the Admiral Graf Spee after the pocket battleship sank a British merchantman off the coast of Brazil.

He was soon joined by HMS Exeter and Achilles but in the next few weeks eight more ships were sunk by the Graf Spee.

But on the morning of December 13 (while HMS Cumberland was in the Falklands) the Graf Spee was finally sighted almost 150 miles from the Plate Estuary.

Although out-gunned by the larger German 11-inch weaponry on the Graf Spee, Harwood's flagship Ajax, her sister ship Achilles and the larger HMS Exeter made straight for her.

● **PAYING OFF:** HMS Ajax sports a paying off pennant at the end of her distinguished RN career.



● **HUNTED DOWN:** Graf Spee, which was forced to take refuge in Montevideo where she was scuttled.

In the ferocious action that followed the Allied ships were severely damaged - HMS Exeter was eventually forced to make for the Falklands and five of HMS Ajax's eight guns were put out of action.

But the bombardment by all three ships battered the Graf Spee and she was forced to run for Montevideo, where her Captain Hans Langsdorff

scuttled the ship in the River Plate before committing suicide.

It was the first Allied naval victory of the war, and in the bleak winter of 1939 it prompted Winston Churchill to say that it had 'warmed the cockles of our hearts.'

To mark the sixtieth anniversary, 42 veterans and

many of their families made a trip to Ajax in Ontario, Canada, a town which took its name from the famous fighting ship and has around 400 streets named after sailors who took part in the battle.

And in December, veterans from all over Britain will be gathering for a Memorial Service for those who were killed at the River Plate and in subsequent actions in the Mediterranean before the end of the War.

The service, organised by the HMS Ajax and River Plate Veterans Association, takes place at St George's Centre, Dock Road, Gillingham, Kent, at 11am on December 13.

Most of the original Ships Companies came from the London and Kent areas and it is hoped that as many veterans and their families as possible will be able to attend.

On the evening after the service the Ajax and River Plate Veterans Association is holding a reunion dinner at the King Charles Hotel in Gillingham.

Anyone who needs accommodation or details of the dinner on December 13 should contact the King Charles Hotel on 01634 830303.

My run ashore with Evita!

AJAX VETERAN Edgar Ollie had one of his most memorable experiences when he returned to South America at the end of the war.

He and his shipmate Lofti Smith arrived in Buenos Aires in the middle of an election and were swept along with a cheering crowd chanting 'Viva Peron.'

The crowd was delighted to see representatives of Great Britain joining their celebrations and at the Workers Party HQ in Mayo Street they were bustled upstairs among the VIPs.

And a few minutes later they found themselves waving to the masses from a balcony, next to Juan and Eva Peron.

Edgar said: "Eva Peron was beautiful. Whenever I hear the songs and music from 'Evita' written in her memory my mind flashes back to that evening in Buenos Aires in 1946."

Veterans bid farewell to Captain Medley

THE AJAX & River Plate Veterans Association said farewell to one of its most senior members in August with the death of Captain Ralph Medley.

Captain Medley, who was 92, was the Operations and Intelligence Officer on board HMS Ajax.

He was mentioned in despatches after the battle.



● **HMNZS ACHILLES:** The New Zealand Cruiser which fought in the Battle of the River Plate. New Zealand veterans were among those who visited Ajax in Canada, and more are expected at the memorial service which is to be held in Gillingham on December 13.



● **BATTERED:** HMS Exeter. The ship bore the brunt of the Graf Spee's bombardment, buying vital time for Ajax and Achilles.

Models on display at Chatham

THE MODELS pictured on this page are the handiwork of HMS Ajax and River Plate Veterans Association member Kenneth Jones from Hempstead, near Gillingham.

They are built on a scale of 1:96 and range in size from 5ft 9 to 6ft 2 for the Admiral Graf Spee.

All are now all on display in the Museum at the Historic Dockyard at Chatham.

BY GEOFF HUNT RMA

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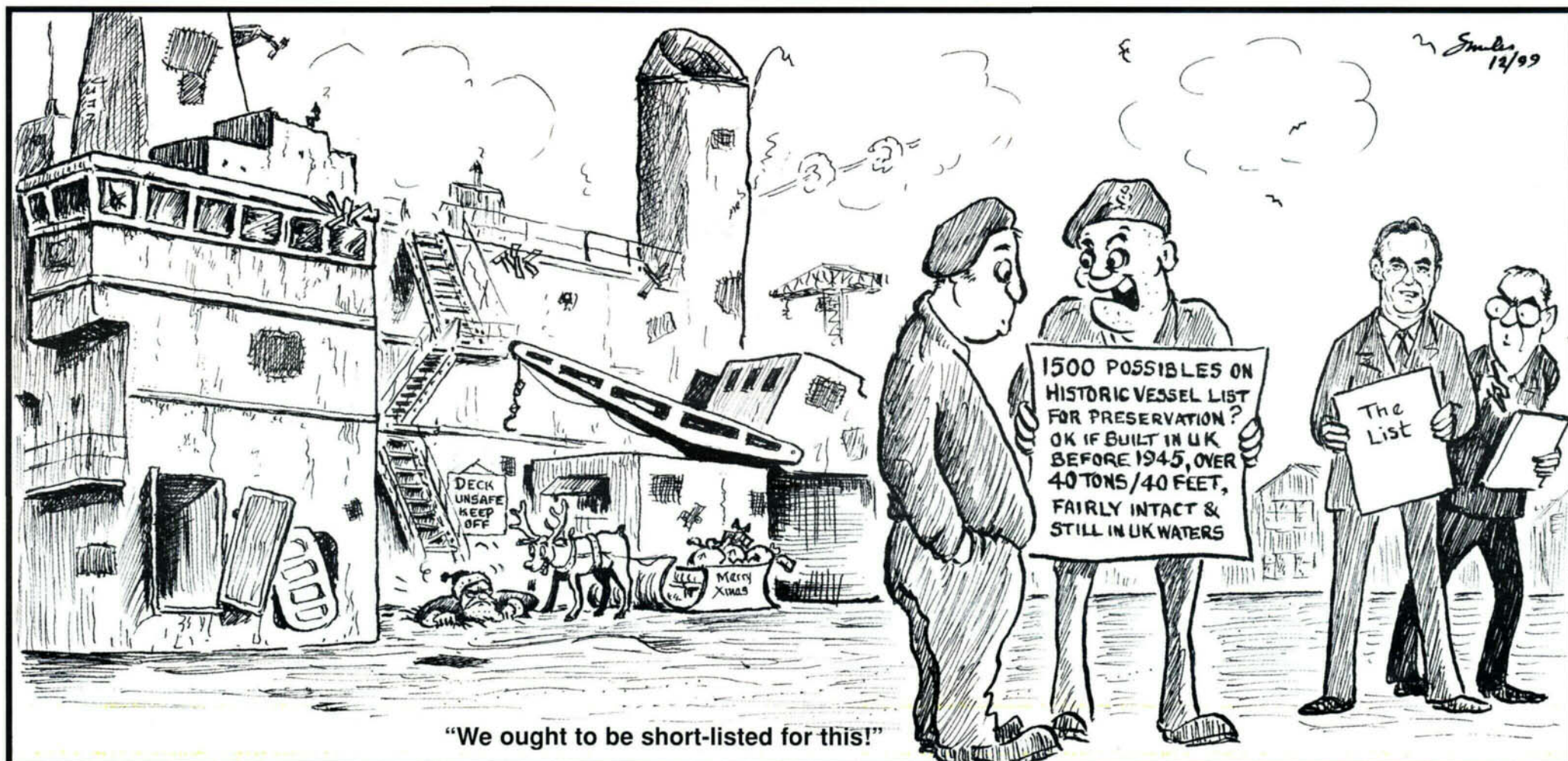
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NEWSVIEW

Pride and prejudice

The Navy has made some strides lately in tapping into the potentially fertile recruitment base afforded by our ethnic minorities, but it is still battling against a massive bulwark of prejudice.

Through an illuminating discussion with ethnic advertising specialist Jared Hussein, whose company is currently engaged by the Navy, we learn that this comes from within his own target audience.

It seems it has to do with class aspirations, language, traditions and cultural expectations. Well, these are all things the Navy can readily understand.

As to class, the Hindu and Muslim communities in particular are extremely class-conscious. Their young people take their lead from parents, grandparents, uncles and other members of their strongly unified extended families who have a preference for business or the professions.

To counter this, Jared Hussein imagines a line-up of ethnic mothers, in a variation of the classic TV satire sketch with John Cleese, Ronnie Barker and Ronnie Corbett ("I am upper class - I look down on him" etc). The first mother says proudly: "My son's a lawyer." The second one says: "My son's a businessman - doing very nicely." The third says: "My son's a doctor - and he's a Naval officer, too."

His message is clear - the Navy can accommodate all of these, and many more besides.

Turning to language, this was a real eye-opener. The Navy's own patois is baffling enough - it is notoriously bedevilled with jargon so that, with the current pace of change, serving personnel have trouble getting to grips with that of their colleagues in other departments, while people only recently 'gone outside' subside into despair.

The language of the ethnic minorities is something else again. An English language newspaper in India speaks a different sort of English to ours - with subtle nuances of inference and humour that are lost on a white, homegrown audience in the UK. So the Navy's PR and recruiting message needs further translation, maybe, if it is to hit the spot here.

On the other hand, the Navy's deep-seated respect for its traditions is something the people Jared Hussein seeks to address can empathise with.

Traditions, as with matters of uniform, styles of address and correct form, are perfectly in tune with their mind-set.

The worst problem we have to deal with, though, is the fact that many first generation immigrants to this country have come from countries where uniform is identified with oppression, where even a casual approach to a police officer for information is likely to be met with a swipe from a baton cane. Where the military are prone to take charge at the drop of a hat and are usually regarded as being in the vanguard of state corruption and graft.

No wonder the average honest man, coming here from that sort of background, advises his sons and daughters to have nothing to do with anyone in uniform - be he sailor, soldier or policeman.

This is the sort of prejudice we have to overcome.

In the meantime, Jared Hussein identifies a key item the Navy and the ethnic minorities have in common. It is one British society at large seems to have lost lately - a sense of family.

SHIPS OF 'PRE-EMINENT SIGNIFICANCE' IN CORE COLLECTION

BRITAIN'S historic ships have been graded in levels of importance to help promote their long-term preservation.

Admiral of the Fleet Sir Julian Oswald, Chairman of the National Historic Ships Committee set up in 1992 with the support of the National Maritime Museum, last month announced the creation of two specific lists drawn from over 1500 on the National Register of Historic Vessels built before 1945.

The first is the Core Collection - 46 vessels deemed to be of "pre-eminent national significance in terms of maritime heritage, historical association or technological innovation".

Forming the second division are the 162 Designated Vessels, comprising those of "considerable significance but perhaps of more regional interest".

"Never before has an audit of this magnitude been carried out on the nation's Historic Fleet," said Sir Julian.

"Deciding which vessels should feature in the Core Collection proved far from easy - for it to be seen as the real 'core' meant the number of vessels featuring had to be kept small."

The NHSC and the National Historic Ships Project - established in 1995 to provide management information to help develop a national policy on preserving them - expected a lively debate on the selections.

Compilation of the lists had been funded by a grant of £152,335 from the Heritage Lottery Fund - but Sir Julian made it clear that there would not be nearly enough money to fund all the individual ship preservation projects.

"There is no magic beanstalk with a pot of gold at the top which we can draw down as required," he warned.

"Some people may be disappointed that the NHSC has not researched the smaller historic vessels (less than 40 ft or 40 tons) which survive, but that is a mammoth task for which substantial new funding would be

'Historic Fleet' divided in two

needed," Sir Julian concluded.

To qualify for the Core Collection, vessels had to satisfy the triple requirements of "pre-eminent national significance", "spectrum of achievement" and "changes in construction and associated technology".

Vessels were also left out of the lists if they were not built or based in the UK - which accounted for one of the most significant omissions, HMS Trincomalee, currently under restoration at Hartlepool, which was built in Bombay.

Under its later name Foudroyant, moored in Portsmouth Harbour, the 180-year-old frigate was used as a training ship for generations of youngsters.

Fighting ships in the Core Collection are HMS Alliance, Belfast, Caroline, CMB4 Gannet, HSL 102, Holland I, Landfall (LCT 7074), Minerva (M33), MTB 102, T3, Unicorn, Victory and Warrior. Those on the Designated Vessels list are HMS Cavalier, Golden Galleon, HDML Medusa, ML 293, Navigator, President, Vanessa, Wellington and Western Lady III.

During the next nine months the NHSC will be consulting extensively on those vessels selected for the Core Collection. NHSC roadshows will visit Belfast, Bristol, Dundee, Ipswich, Liverpool, Newcastle and Portsmouth in the first half of 2000 and a conference will be held at the National Maritime Museum on April 8 for invited representatives from maritime and ship preservation organisations.

The complete lists of historic ships have been published on the Internet at <http://www.st-and.ac.uk/institutes/sims/ukcore.htm>



CORE SHIP: HMS Minerva, a shallow draught monitor armed with six-inch guns for coastal bombardment, is included in the National Historic Ships Committee's Core Collection. Built at Belfast in 1915 and based at Portsmouth, she saw service at Gallipoli and in the White Sea.

NAVAL TEAMS SCOOP THE TOP PRIZES IN MILITARY COOKERY BATTLE

Chef Bob lights up the world of Forces food

NAVAL chefs competing in the Armed Forces cookery competition virtually swept the board of top prizes to take an undisputed position as the Services' culinary champions.



● Streaming her paying-off pennant, HMS Birmingham returns to Portsmouth for the last time.
Picture: LA(PHOT) Gary Davies

At the Combined Services Culinary Competition at RAF Halton in Wiltshire, the Navy dished up an unbeatable serving which won them the team championship.

To cap that, the Royal Marines won the open field cookery championship, and the Inter-Service Chef of the Year was named as LCH Bob Brown, a chef at Admiralty House, Portsmouth.

It was a Navy man, too, who took the title of Inter-Service Junior Chef of the Year – won by a part IV trainee, CH Chris Shiels who cooks for the senior rates of HMS Nelson.

Under their team managers, CPOCA Andy Sullivan and Sgt Sharky Ward RM, the Navy and Royal Marines teams won a total of 15 gold medals – one more than the RAF and four more than the Army. They also took nine silvers, ten bronzes and 17 certificates of merit.

The only major prizes that eluded them were in the Open Team Buffet, in which they were runners-up to the RAF, and the Open Cook and Serve, won by the Army with the Navy taking a silver medal.

Known as the Salon Culinaire, the battle in the kitchen is a prestigious, annual event judged by some of the most eminent chefs in the country. Among them for this year's competition were the internationally renowned Albert Roux, and Brian Turner of BBC TV's *Ready Steady Cook*.

Successful competitors in team and individual events will now be considered for the Combined



● LCH Bob Brown, showing he knows the difference between a flambe and an accident, won the top individual award at the Combined Services Culinary Competition. Picture: LA(PHOT) Bunny Warren

Services Culinary Arts Team which will compete in an international Salon Culinaire in London in February, and the Culinary Olympics in Berlin in September.

Presenting the prizes, Armed Forces Minister John Spellar, said the Halton event had been competitive fun with a serious edge.

"Once again the Armed Forces are to be congratulated on their skill and professionalism," he said. "It is essential that our people at home and overseas have a varied, balanced and healthy diet prepared by experts."

Results included:
Senior centrepiece – Gold (1st), Sgt Nutty Edwards (CTCRM); Silver, Mr Steve Alexander of the RN team (RM Chivenor); Bronze, LCH John Hockenull (Seahawk); Certificate of Merit, Cpl Kit Terry (CTCRM).
Senior decorative cake – Gold (1st), Sgt Edwards; Bronze, Cpl Kev Green (CTCRM); C of M, Mr Graham Jones (RNPTS, Chichester).
Junior decorative cake – C of M, Mne John Harrison (42 Cdo).
Senior Set Show Work – Gold, CPOCA Al Baker-Green (Heron), POCA Sid Lawrence (Montrose), CPO Pincher Martin

(RN Supply School); Silver, Sgt Jimmy Mann (Cdo Logistic Regt, RM Chivenor); Bronze, CH Smith (Invincible), CPOCA Lenny Lennard (Nelson), LCH Dave Bevington (RN Supply School), CPOCA Gary Hancock (RN Supply School), CPOCA Bill Ferguson (RN Supply School); C of M, LCH McTigue (Invincible), CH Bullpit. **Junior Set Show Work** – Silver, WCH Nichola Watt (Montrose).

Senior Patisserie – C of M, CH1 John Grainger (Northwood). **Senior Duck** – Silver, CH1 Pusser Hill; C of M, Cpl Terry. **Junior Duck** – C of M, CH Del Trotter (Trafalgar). **Senior Lamb** – Silver, LCH Bob Brown. **Senior Fish** – C of M, Cpl Pincher Martin RM. **Junior Fish** – Silver, CH Craig Tobin (Heron). **Senior Chicken** – C of M, LCH Brown. **Senior Pasta** – Silver, CH1 Grainger.

Open Larder Skills – Silver, WSTD Caroline Timms (Seahawk); C of M, WSTD Nichola Craven (Seahawk). **Senior Restaurant Sweet** – Bronze, LSTD Paul Dacre (Heron); C of M, WSTD Timms. **Open Millennium Challenge** – Gold, LSTD Dacre. **Inter-Service Chef of Year** – Gold (1st), LCH Brown; Gold, CH Fraser, LCH Bevington; C of M – Sgt Mann, POCA Lawrence.

Inter-Service Junior Chef of Year – Gold (1st), CH Shiels; Gold, CH Tony Warfield (Heron); Bronze, CH Paul Tregenza. **Open Cook and Serve** – C of M, HMS Seahawk and BRNC. **Open Field Cookery** – Gold (1st), CTC RM Lymstone.

Arrest in sub wreck probe

A MAN was arrested after Ministry of Defence Police searched a house in Plymouth and recovered items believed to have come from the wreck of the submarine A7 which sank in Whitsand Bay in 1914.

The man was taken to Charles Cross police station for questioning and was later released on police bail pending further inquiries.

In August, police investigations were started after a local diver and MOD employee, Peter Washburn, warned the Ministry that items were being taken from the wreck, an official war grave in which the 11-man crew lost their lives.

The submarine comes under the Protection of Military Remains Act 1986 – and it is a criminal offence to remove anything from it.

MOD Police are appealing to local divers for information about any items removed from the submarine, which foundered on a training exercise. Anyone wishing to contact the police should call 01752 553384.

Reactor site gets all clear

SITE OF the Navy's smallest nuclear reactor – the Jason reactor at the former Greenwich Naval College – now has 'greenfield' status.

The complex project to dismantle and remove the training reactor was completed on time in June, and without damage to the historic fabric on the Grade I listed building it occupied.

A survey by the National Radiological Protection Board confirmed that all contamination and radioactive material had been removed and radiation was well within background levels.

Jason had been operated by the Department of Nuclear Science and Technology in the King William Building since 1962.

Birmingham goes out in a blaze of glory

HMS BIRMINGHAM has ended her service in a blaze of colour and sound – and a wild welcome home to Portsmouth by a 1,000-strong crowd of families and friends.

The Type 42 was greeted by a 17-gun salute, RAF Tornado flypasts, water cannons and a marching band at the end of a final deployment which has lasted almost seven months.

During that time the Birmingham, under her Commanding Officer, Cdr Simon Ancona, was on Armilla Patrol in the Gulf, helping to enforce UN trade sanctions against Iraq.

It was a suitable end for the 23-year-old destroyer, as in 1980 she was among the first RN ships committed to Armilla Patrol during the Iraq-Iran war.

Cdr Ancona said of his ship: "During her long service many officers and ratings have served on board and they claim she has a very special spirit."

That "special spirit" will be demonstrated again on December 4 when the ship's company travels to Birmingham to exercise for the last time the ship's Freedom of the City.

A commemorative service will be held in Birmingham Cathedral the next day, and farewell visits will be made to local charities and hospitals with which the ship is affiliated.

The Birmingham's decommissioning ceremony will be held at Portsmouth on December 10. She is the oldest surviving Type 42 destroyer and is the first to be paid off.

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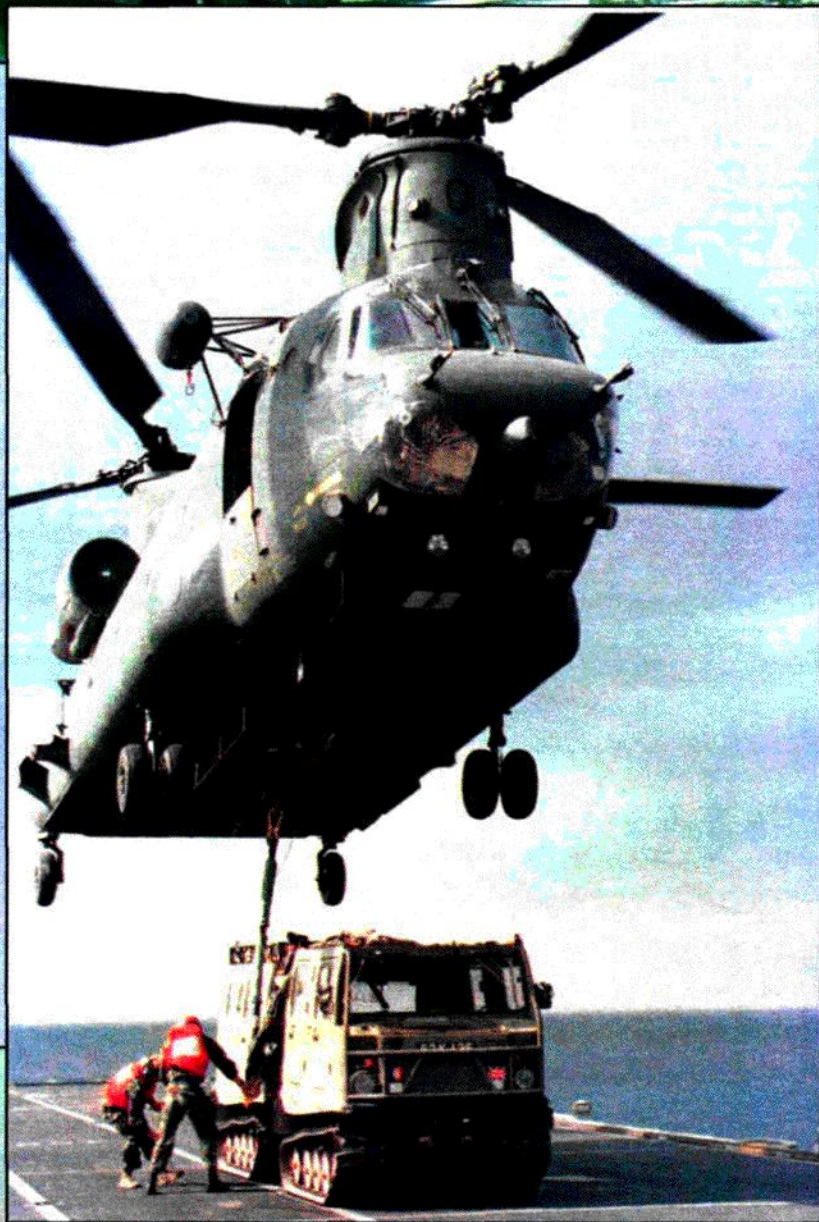
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TASK GROUP TAKES



● **LANDING CRAFT:** Royal Marines bringing Egyptian troops ashore (above) in a Landing Craft Vehicle and Personnel (LCVP) during Exercise Bright Star, the largest multi-national exercise ever held. The exercise, hosted by Egypt and led by America, took place near the WWII battlefield of El Alamein where General Montgomery stopped the German advance on Cairo in the Western Desert.

● **CHINOOK:** Two medium lift Chinook helicopters from 27 Squadron at RAF Odiham in Hampshire operated from HMS Fearless and HMS Ocean during Exercise Bright Star. Their ability to transport 45 fully-armed troops and their specialist vehicles (left) made them supremely useful. The Amphibious Task Group was so impressed with their capability that Chinooks may well form part of their Tailored Air Group in future operations.
Picture: LA(PHOT) Graham Meggitt

● **SUNSET LOAD:** A Sea King helicopter (below) lifts off from the flight deck of HMS Fearless. The assault ship is the command platform for the Amphibious Task Group and the sea-going headquarters of 3 Commando Brigade.

Exercise Bright Star

AMPHIBIOUS Forces from Britain and ten other nations storm the desert during Exercise Bright Star in the most powerful international military exercise to be formed since the Gulf War.

More than 73,000 troops took part in the massive exercise which included 17 Royal Navy warships and Royal Fleet Auxiliaries under the Command of Niall Kilgour.

The British contingent of the 53-strong international flotilla was HM ships Fearless, Ocean, Edinburgh and Cumberland, HM minesweepers Chiddingfold, Penzance, Walney and Quorn, survey ship HMS Herald and the RFAs Fort Austin, Fort George, Olva, Sir Bedivere, Sir Geraint, Sir Galahad and Sea Crusader.

And with major amphibious vessels from the USA, the Netherlands, and Egypt also under Commodore Kilgour, 24 warships were at the disposal of the UK's Amphibious Task Group Commander.

Bright Star itself was a major test for the new Amphibious Ready Group which was formed to put Royal Marines ashore at short notice anywhere in the world, and embarked forces included 1,242 men from 3 Commando Brigade under Brigadier David Wilson.

After an intensive training period between UK and allied forces and a Command Post Exercise to test procedures at an operational level, the Amphibious Group launched a major assault from the sea.

In the Western Desert near the WWII battlefield of El Alamein, the core company of Taunton-based 40 Commando built up to a live-firing attack in support of land forces with 500 Royal Marines using their full range of weapons.

40 Commando were supported by Britain's only amphibious logistics unit, the Commando Logistics Regiment (CLR) from Barnstaple in Devon.

Despite challenging beaches and heavy surf, the CLR set up the essential supply lines needed by the Commandos and their vehicles and kept them open from the launch of the attack right through to the final operation.

The CLR's Medical Squadron, plus four surgical support teams with 68 personnel from Derriford Hospital in Plymouth and Haslar Hospital in Gosport, also set up the level of front line battlefield surgical support that would be required in a real conflict.

And a four-day casualty exercise gave the Royal Marines Band from Britannia Royal Naval College Dartmouth the chance to test their combat medical skills and their ability to get the wounded back to the field hospital.

Over 540 fighters, bombers, tankers and reconnaissance aircraft took part in the exercise, including 135 carrier-borne aircraft from vessels such as the American John F Kennedy.

And there were more than 900 battlefield vehicles in use at the height of the exercise by Egyptian, French,

By Domin

German, Greek, Italian, J
UAE, UK and US forces.

Commodore Kilgour's excellent demonstration can be put together to respond and it is a powerful sign to the world.

"Rapid integration into skill which, as we have Kosovo and East Timor, m ble of, and our Armed For to be particularly able."

During Bright Star the R majority of British and French armour, which included 50,000 troops, was evacuated by sea.

But troop-carrying Sea King medium lift Chinook helicopters from Hampshire, offered an alternative to troops, vehicles and their

The Egyptian exercise - Secretary Geoff Hoon the Royal Navy and Royal Marine joined HMS Fearless and HMS Dauntless in the exercise phase.

Mr Hoon told *Navy News* that he was keen to see the Navy in action and was impressed, having seen both the *Invincible* and the *Victorious*, with the experience of our vessels.

"It was also very exciting. I was extraordinarily impressed by the people that I met and by what they were doing."

After exercise Bright Star Group split up for port visits to Syria and Crete before the nations in the region.

Exercise Southern /
Company of 40 Command
assault ship Rotterdam for
marines.

Exercise Eastern Approach
Fearless setting sail for Sea
where the Commandant G
give a major amphibious
Ukraine.

Ocean aids a second Tu

HELICOPTERS from HMS Ocean played a vital role in the search and rescue effort which followed Turkey's second major earthquake in just three months.

Ocean was in the Turkish Naval Base of Aksaz November 12 when the latest quake, measuring 7.2 the Richter scale, devastated a region 300 miles to north.

Within hours an RAF Hercules aircraft was on its way from Britain with 52 search and rescue experts and their equipment on board.

The British Embassy in Ankara alerted Ocean to the tea impending arrival and two Sea King helicopters were launched to meet them at Ghengiz Topal airport 300 miles away.

By the time the Hercules arrived it was dark and visibility deteriorated but the Sea Kings made two flights to ferry the to the devastated town of Duzce, at the epicentre of the earthquake, by 11pm on November 13.

Throughout the next day the helicopters surveyed the town from the air and delivered rescue teams to fallen buildings where trapped survivors were located.

As night fell, many of the 80,000 people made homeless by the quake lit fires to fend off the extreme cold and flying conditions were made even worse by the dense pall of black smoke which developed and hung over the entire area.

But the Sea Kings, which were the only aircraft in the area with night vision capability, were able to work on well into the night.

DESERT BY STORM

1999

ed into the Egyptian
national coalition to

ed 5,346 UK personnel
and of Commodore

ic Blake

ordanian, Kuwaiti, Dutch,

aid: "This exercise is an
of how coalition forces can
d operationally if required
al to nations around the

a multi-national force is a
seen recently in Bosnia,
modern forces must be capa-
es have proved themselves

oyal Navy landed the vast
oreign marines and their
gyptian main battle tanks,

Kings, boosted by two
pters from RAF Odiham in
wesome lift capacity for
guns.

also gave the new Defence
e opportunity to see the
marines in action when he
MS Ocean for the amphibi-

: "It was my first opportu-
tion and I came away very
th the newest and the most

g for me personally, and I
ssed by the quality of the
work that they were

for the UK Amphibious Task
ts in Turkey, Cyprus, Israel,
three more exercises with

Approaches saw Alpha
o joining the Netherlands
r cross-training with Dutch

roaches will see HMS
evastopol in the Black Sea
General Royal Marines will
is demonstration to the



And Exercise Western Approaches will see HMS Ocean and 40 Commando working with the Greek military in landings on the west coast of the country.

Afterwards, the ships, including the minesweepers and most of the RFAs, will make their way back through the Mediterranean and are expected back in the UK in time for Christmas.

Commodore Kilgour said: "We have had an extremely busy deployment to date, with a good, balanced programme with lots of work and some rest as well."

"Four months is a relatively long time and I think people will be looking forward to coming home for Christmas having had a very enjoyable deployment."

● **HOVERCRAFT:**
539 Assault
Squadron Royal
Marines (above)
training with
Egyptian soldiers
during Exercise
Bright Star.

● **COMMANDOS:**
A Sea King Mk 4
from 846 Naval
Air Squadron
(right) lifts off
from the flight
deck of HMS
Ocean with Royal
Marines from 40
Commando on
board.

● **ATTACK:**
3 Commando
Brigade's Air
Defence Troop
conduct a section
attack (below) in
the Egyptian
desert during
Bright Star.



survivors of Turkish quake

When they eventually landed the air crews managed to snatch a few hours sleep inside their aircraft, despite being shaken by several after shocks.

The next morning they flew to the village of Bolu with a large rescue team in one and a substantial load of equipment slung under the other and they managed to extract seven more survivors in the next two hours.

Two more helicopters from HMS Ocean arrived during the day with enough stores and equipment to set up a forward operating base in the football stadium in the centre of Duzce.

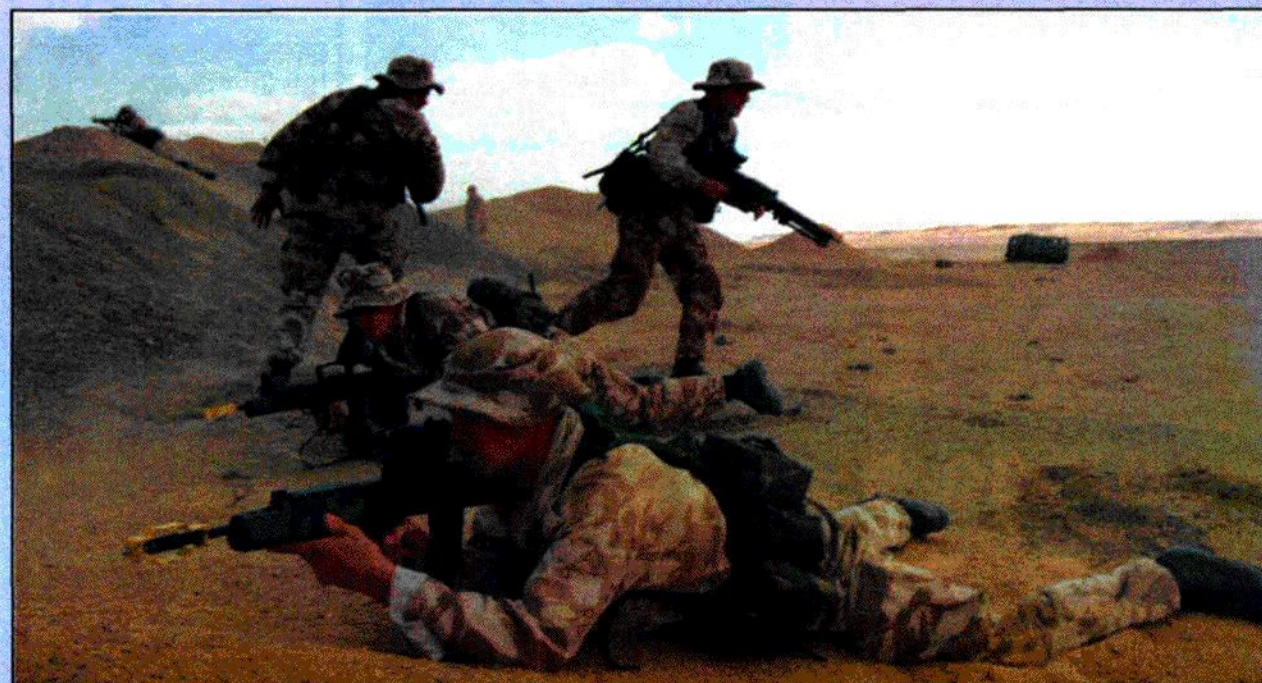
And all four aircraft continued to operate in the area until November 17 when the search and rescue mission was declared as complete.

Attention then shifted to the humanitarian relief effort and the helicopters returned to HMS Ocean which had moved up to Istanbul and anchored in the Bosphorus.

As Navy News went to press the ship, her tailored air group comprising 845, 846 and 857 Naval Air Squadrons, and the men of 40 Commando, were at one hour's notice to assist the Turkish authorities.

And the Commander of the Amphibious Task Group, Commodore Niall Kilgour, said that they would stay there as long as there was any chance they could help to save more lives.

□ The aircrew involved in the SAR operation were (Crew 1) Lt Rich Sutton, Lt Jim Frean, POAC Greg Dagnall (Crew 2) Lt Toby Everett, Lt Brad Mackay RAN, POAC Tom Sawyer, LA(PHOT) Mac MacDonald (Crew 3) TAG Commander Lt Cdr Richard King, Lt Dave Rawlinson, C/Sgt Goscombe (Crew 4) Lt Mark Hourigan, Maj Marcus Chandler and POAC Keith Ludlow.





High cost of the 'Prize of all the Oceans'

ANSON's voyage round the world in 1740-44 is chiefly remembered for its appalling death toll – of the 1,900 men who sailed from Spithead nearly 1,400 died, most from disease or starvation.

Yet Anson, with only one ship of his squadron left, determined to capture the legendary Spanish treasure ship making its annual voyage from Acapulco to Manila – and this he did, so that he eventually returned home a hero, to be compared with Drake himself.

The Prize of all the Oceans (HarperCollins £19.99) is Glyn Williams' account of this epic voyage. Anson's own fortitude in the face of all the odds comes across strongly here – he hauled ropes alongside his men and tended them when they were ill, to be never wavered from his purpose.

His eventual share in the booty may explain why – Anson may have received as much as £91,000, which compares favourably with the £719

11s. 4d. the pay book of HMS Centurion shows him receiving as captain during the voyage.

After the Mediterranean Fleet's failure off Toulon a few months earlier, the Navy needed a popular triumph and in the public mind the capture of a treasure galleon was the next best thing to a fleet victory. Ministers were eager to claim a share of the glory – and the Duke of Newcastle, as Secretary of State, wrote to Anson conveying the King's approval, disingenuously adding that he himself took "a great part" in the honour of the occasion.

He made no mention of the casualties which Anson had earlier reported to him – but it should be remembered that heavy losses through disease on overseas operations were then the rule rather than the exception. Only two years earlier the minister would have received reports that of the 14,000 troops sent to the Caribbean to attack Cartagena, 10,000 had perished, most from yellow fever.

The other great scourge of seafarers in that era was, of course, scurvy – but even to those familiar with its effects, Anson's particularly heavy losses seemed difficult to

explain or accept.

Far worse than on any previous English voyage to the South Sea, they helped prompt James Lind to begin his investigations into the disease.

Lind was a surgeon in HMS Salisbury when in 1746-47 she experienced severe outbreaks of scurvy while on patrol duty in the English Channel. Lind conducted a clinical trial which, however perfunctory it may appear by later standards, was an advance on what had gone before.

Twelve sailors suffering from scurvy were put on the same general diet, but each pair was given a different daily supplement – variously of elixir of vitriol; vinegar; seawater; two oranges and a lemon; cider; and a medicinal paste accompanied by a barley water and tamarind juice mixture.

The first two treatments were the favoured ones in the Navy of this period – but Lind recorded that "the most sudden and visible good effects" were noticed in the two patients given the oranges and lemon each day.

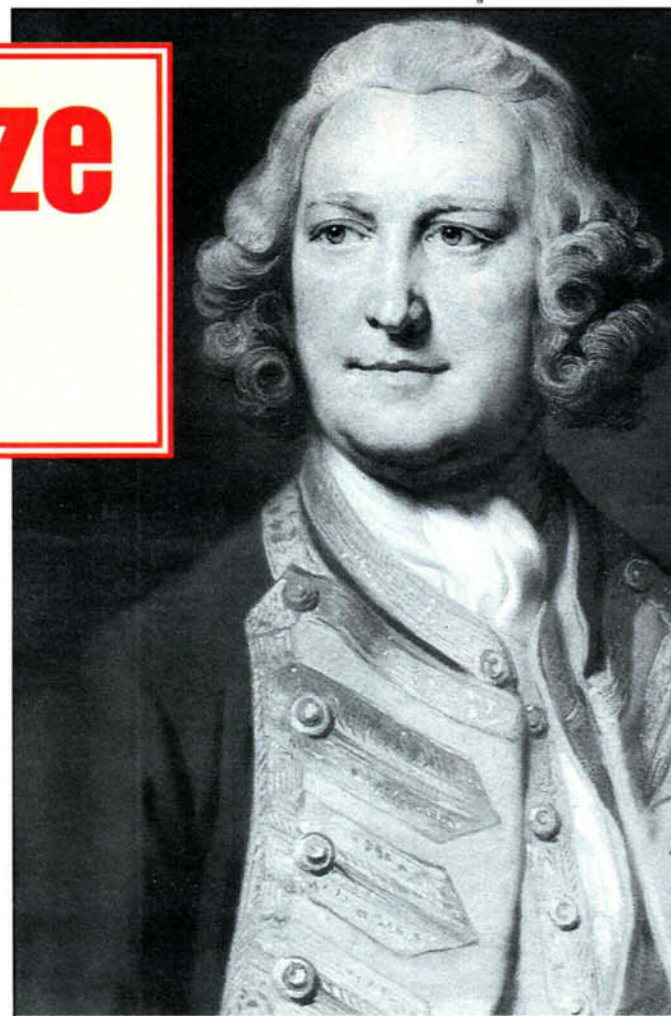
He dedicated his *Treatise of the Scurvy* to Anson – but although his researches, both at sea and later at

the Haslar Naval Hospital, drew him towards the antiscorbutic properties of lemon juice, Anson seems to have shown little interest and he had no other influential patron.

It was to take the rest of the century for Lind's recommendations to be officially accepted – but they at least marked the beginning of an experimental and clinical approach to the problem.

Meanwhile Anson went on to serve an unprecedented two terms at the Admiralty, introducing such wide-ranging administrative reforms that he became known as "The Father of the Navy".

He it was who brought the Marines under the control of the Admiralty Board and introduced the first Naval officer's uniform. His leadership was such that six of the junior officers who accompanied him on the circumnavigation also achieved flag rank.



● Admiral Lord Anson – 1,400 of his men died of disease.

Escape from 300ft down in the loch

ESCAPE remains virtually the sole area of submarine activity where international co-operation transcends the bounds of military secrecy – and most other navies have to some degree followed RN practice.

In his latest book on underwater warfare, **Submarine Action** (Sutton £25) Paul Kemp quotes from Surg Lt M. Turner's account in the *Journal of the Royal Naval Medical Service* of a practice escape from a depth of 300ft:

"I climbed into the tower in the forward escape compartment of HMS Oracle and plugged into the air supply. I reported I was ready and the lower lid was shut below me..."

"Although not too late to turn back, I wondered why I had been foolish enough to volunteer and gave the signal to commence the flooding up of the tower. Almost immediately the thundering sound

of water entering the tower commenced.

"There was no real increase in pressure initially but when pressure did start to increase it did so at a dramatic pace; indeed the pressure doubled every 5-6 seconds..."

"You can imagine my satisfaction as the pressure equalised. Then as I felt the compression on my chest I realised I had to breathe in. By this time the tower pressure was greater than 50 metres and the compressed gas was both hot and viscous and I felt the hot gas burning as it entered my lungs."

"To my great relief I felt the upper hatch open above my head and I could not prevent myself from rising out of the tower due to my considerable buoyancy. The open hatch brushed against my back as I left the tower (the submarine was under way) and so I commenced my ascent. I was temporarily dazzled by a bright light outside the tower (illumination for a video camera) before being plunged into the darkness of a Scottish loch 300ft below the surface."

"As the water rushed past me the colour gradually returned. Starting as black, passing through dark green and then blue, it seemed an eternity as the blue colour became brighter and brighter and then suddenly there was the blinding white light of the sun which had come out a few moments before."

"A maximum speed of ascent of just over three metres per second, reached just prior to surfacing, meant that as I broke the surface, all but my feet bobbed out of the water like a cork. I then fell backwards giving the 'thumbs up' signal triumphantly to indicate that all was well. The whole ascent had taken only 30 seconds."



● PO L. Stokes prepares to enter the tower in HMS Tiptoe, 260ft down in the Mediterranean during submarine escape trials in 1962.

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STRANGE IDEAS BEHIND POLARIS



● HMS Resolution – first of the Polaris submarines

ALTHOUGH the introduction of Polaris as the UK's seaborne nuclear deterrent was Britain's largest peacetime Naval programme of the century, very little has been published about its background.

Capt John Moore has helped fill the gap by editing the reminiscences of many of the people involved in it – people from the Chief Polaris Executive to chief petty officers in the first Polaris submarine, HMS Resolution.

The Impact of Polaris tells the story from the beginning – the author himself prepared the Cabinet submission on the system's acquisition from the USA. Prior to that a number of alternative platforms were suggested for the deterrent, some of them bizarre in the extreme.

"The first I saw was a scheme to provide modules containing Polaris missiles which could be placed in the holds of merchant ships which would then cruise the Atlantic, apparently on their lawful occasions.

"This naive and pointless proposition died a well-deserved death, to be succeeded by an equally ill-founded suggestion, the Mixed-Manned Multi-Lateral Force (MLF). This was a plan to arm a couple of dozen NATO warships with Polaris missiles and to man them with ships' companies from all the NATO navies.

"What strange intellect conceived this ludicrous idea we cannot imagine – whoever it was had clearly never served at sea and been faced with the complex regulations of his own navy, much less those of a dozen other widely differing ser-

vices . . . We believed this strange notion had reached the waste paper basket by late 1962 but it was apparently still sufficiently alive in early 1963 to rouse Mountbatten's wrath with the USA. We heard nothing more of it."

In fact the most impressive aspect of the project as it eventually developed was the unfailing support of the US Navy which led it to be completed on time and within budget – an astounding achievement.

Of the many individuals who contributed to it was Vice Admiral Levering Smith, USN, Vice Admiral Sir Hugh Mackenzie's stateside counterpart as chief project officer.

He held this post from 1964 to 1977, giving "unstinted advice and support to his UK colleagues", for which he was made an honorary KBE.

The Chairman of the Public Accounts Committee at the time recommended that a report on the work of the Polaris Executive would "serve as a model of a really effective, well-managed major project".

So here it is

□ *The Impact of Polaris* is available from Richard Netherwood, 539 Manchester Road, Linthwaite HD7 5QX at £15 plus £1.95 pp.

ScreenScene

– by Bob Baker

Blair Witch and other things that go bump

MAYBE it's the approach of the bleak mid-winter or perhaps just millennium's end morbidity, but it seems that half the movies presently on release have to do with death, ghastly and ghostly – films to be watched alone, in an empty cinema, with a certain anxiety about the occupant of that darkened projection booth.

Four examples of these spooky stories – an outrageous one, a tricky one, a conventional one and a cunning one:

The outrageous one is *Stigmata*, which, as the title suggests, is in the line of religious horror – *The Exorcist* and so on. Its plot is a contradiction of the old music-hall song which alleged that "You may tempt the upper classes, With your villainous demi-tasses, But heaven will protect the working girl."

In this case, working girl Patricia Arquette seems actually to be in heaven's line of fire, as the signs of the stigmata are visited upon her one by one.

The ghost of an old South American priest is involved, but the final explanation of the proceedings is too preposterously subversive to give away. Like many horror films, it's oppressive rather than particularly scary, but that grand finale and its never-give-the-audience-a-break intensity make the film worth a look. Gabriel Byrne and Jonathan Price play the Vatican task force on the case.

The tricky item is *The Sixth Sense*, one of those pictures with a double-cross ending that throws every-

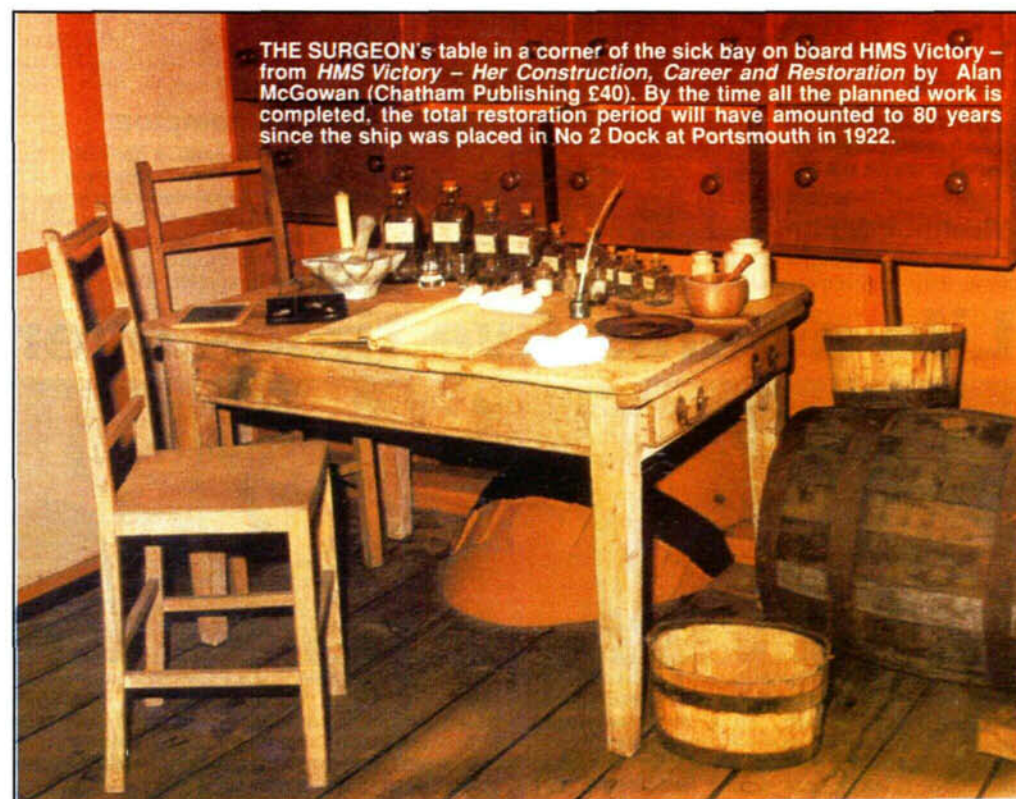
thing that has happened previously into doubt, while managing to raise more questions than it answers. 'Nuff said about the ending; the body of the film – psychiatrist Bruce Willis trying to treat a small boy who claims he can see the dead – is very stylish indeed.

The Haunting is a remake of an old black-and-white classic about a group of researchers spending a week in an allegedly haunted mansion. Its basis was fear of the unseen (though not of the unheard: the soundtrack boasted a rich collection of creaking, groaning, pounding effects).

The new version – our conventional example – goes the other way, filling the screen with sundry computer-generated visitors from the pit of hell. Not much company, these, but Catherine Zeta Jones, Liam Neeson and Lili Taylor are at least more decorative as the human element.

Nothing computer-generated in *The Blair Witch Project*, although its premise – researchers into the supernatural getting picked off one by one – is exactly the same as that of *The Haunting*. The film's production is already the stuff of legend: the actors given only the outline of a script, then turned loose in dense woodland, filming themselves with a camcorder, while the two directors line up some unpleasant, spontaneous surprises for them.

It could have seemed foolish and shambolic, but the sense of immediacy and reality the film achieves has been giving palpitations to audiences worldwide. Almost as clever as the film's concept has been its marketing, but that's another story.



THE SURGEON's table in a corner of the sick bay on board HMS Victory – from *HMS Victory – Her Construction, Career and Restoration* by Alan McGowan (Chatham Publishing £40). By the time all the planned work is completed, the total restoration period will have amounted to 80 years since the ship was placed in No 2 Dock at Portsmouth in 1922.

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Wartime's teenage sailors trace their sea daddy (99) St George's lads find their old, bold chief

Reunited in Canada

TWO former shipmates of HMS Comus were reunited after 45 years when former chairman of HMS Comus Association, Shipmate Stan Hudson, visited Southern Ontario branch.

He presented ship's crests to Shipmates Jim Morris and John Daley, who met again thanks to the help of Norris Millen, Toronto Naval Club president.

A GROUP of Naval veterans of World War II thought they would never again see the chief petty officer who trained them and who won their liking and respect. After all, they are now all in their seventies, and were teenagers when their mentor, Fred Bunday, was in his forties.

But then one of 'Fred's Lads', Jock Galt, discovered through the HMS Ganges Association that their Chief was still very much alive - aged 99.

So the group of veterans, members of the RNA, arranged an informal reunion with Fred at the Province of Natal Hotel, Weymouth where they were able to

chew over their experiences of 60 years ago at the training establishment HMS St George on the Isle of Man.

Shipmate Jack Edwards, who organised the latest gathering of the veterans from RNA branches throughout the country, said: "Most of us are really starting to creak now, but there's nothing wrong with the Chief - he's still going strong."

And Fred's views? - "It was amazing to see them all again. I remember them as young boys.

Now they are all 75-year-olds.

"I suppose I was like a mother and father to them as I got them through their training and equipped them for war. And I wasn't one of those cruel chief petty officers."

Fred, who joined the Navy in 1916 and served in both world wars, still drives a car and goes dancing three times a week.

Now he's planning to celebrate his 100th birthday next year by attending the group's next reunion at Weymouth.



● Ex-CPO Fred Bunday with some of his lads - Jack Edwards, Jock Galt, Ernie Yates, Leslie Blackie, Tod Madders and Len Goodall.

Picture: Dorset Echo

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Around the Branches

Rugby

To mark the branch's 20th anniversary the standard was rededicated at a short service, conducted by the branch padre, the Rev. Arthur Webster. He also attended a tree planting ceremony, on behalf of ratings of the RN Medical Branch and Sick Berth staff, at the National Memorial

Arboretum at Alrewas, Staffordshire.

Members of the branch visited Royal Leamington Spa to compete for the Pop Dunbar Trophy, which this year was retained by Leamington.

The trophy, named after the late Shipmate Pop Dunbar - a First World War submariner and member of Leamington and Rugby branches - is played for annually through a tournament involving cribbage, dominoes and darts.

Ipswich

Sixty shipmates attended the branch's annual garden party at the home of Shipmate Peter Thompson and his wife, Betty.

Sideshows included darts, crazy golf, rifle shooting and throwing sponges at Shipmate Jim Crocker whose thorough soaking brought in £8 of the £260 raised towards celebration of the branch's golden jubilee in 2002.

Uxbridge

The diamond wedding of Shipmate Les and Freda Davies was celebrated at Uxbridge club with family and friends in attendance. Les, a China Station veteran, served in HM submarine Strongbow during World War II.

Kendal

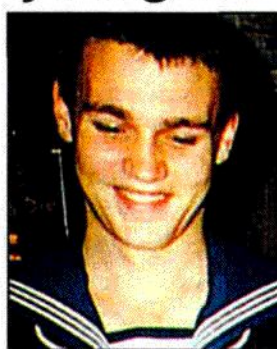
The award of life membership to the branch secretary, Shipmate Alan Ette, came as a big surprise to him when it was presented by Shipmate Bill Carruthers, National Council member for No.10 Area.

Alan's service spans the lifetime of the branch, now approaching its 20th anniversary. It was formed with over 100 members and no cash, so to buy their first standard, members gave £5 each to be repaid through a monthly draw offering £5 as a prize - but the winners returned the prizes.

Wivenhoe & Elmstead

The branch's exhibition of Naval memorabilia has been expanded to

Is Nicholas the RNA's youngest?



AT THE age of 18, is this the youngest member of the RNA? Blackpool and Fylde branch, who have signed up teenage sailor Nicholas Sheldrick, thinks he is.

Nicholas is an OM2 serving in HMS Birmingham, which has just returned from the Gulf - her last operational deployment before she decommissions.

By becoming a member of the branch, he is following in the footsteps of his family - his father, Michael Sheldrick is a member of Blackpool and Fylde as was his late grandfather.

include a stokers corner, and when it went on public display it raised £162 for King George's Fund for Sailors. Shipmate Les Kennedy, the branch secretary, said he hoped the feature would remain on permanent display and was determined to continue to salvage as many items as possible.

Greenford

To celebrate his 75th birthday, Shipmate Frank Coleman booked a cruise in the Mediterranean which he found would take him close to Messina, Sicily, where some of his shipmates were lost in the destroyer HMS Quantock.

His long-held ambition had been to honour their memory, and as the liner neared the coast he obtained the captain's permission to hold a short service and cast a wreath on the sea bearing the message: "We still remember you".

Swindon

The branch standard was rededicated at a service conducted by branch chaplain, the Rev John Lees, before a large congregation at St Mark's Church.

At the parade that followed 42 standards were displayed as shipmates marched through the town. The salute was taken by the branch president, Rear Admiral Anthony Davies, accompanied by Rear Admiral Nicholas Wilkinson and the Mayor, Cllr Joy Brant.

Later, at a gathering at the club, Admiral Davies (88) announced he was stepping down as president, an office he has held since 1983. He has been succeeded by Admiral Wilkinson, who paid tribute to his predecessor.

Dartmouth

The branch team won the open NATO Whaler Race in Dartmouth Royal Regatta - and were greatly helped by their stroke, Shipmate Alex Webster (62). Earlier, the branch entertained Bridgwater members to a buffet lunch and trip on the River Totnes.

Littlehampton

At a banyan at the home of a member of Littlehampton branch, 60 shipmates and friends raised £204 through a raffle in aid of the Tony Cook Memorial Room at Pembroke House, run by the Royal Naval Benevolent Trust.

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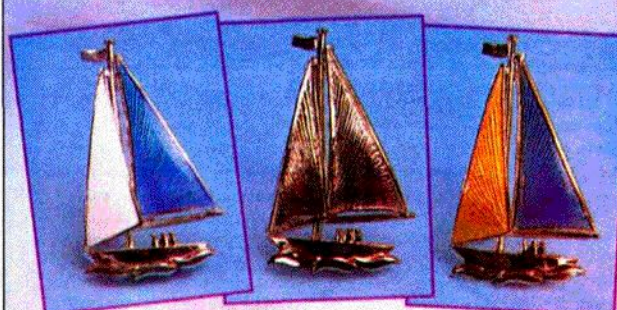
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Life awards five times over



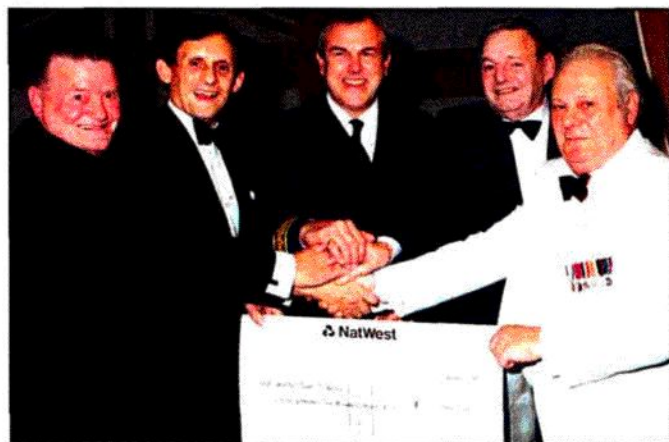
A 'MASS' life membership award ceremony took place on the tenth anniversary of Letchworth and Hitchin branch when these five remaining founder members all received certificates.

They are (l-r) Shipmates Colin Williams (Master-at-Arms), Jack Grant (president), Les

Denton (chairman), Robert Lawson (vice chairman) and Peter Wardman-Browne (standard bearer). The chairman also presented Colin with a branch plaque destined to be presented to Malta branch when Colin accompanies Hitchin Sea Cadets to the island for a week's visit.

Association

Campaign victory as Hull memorial is unveiled



● A cheque for £12,508 is presented to Capt Chris Walker of the KGFS (second from left) at Folkestone branch's Trafalgar Night. Over £12,500 was handed over by Shipmates Chunky Challis (left), Chunky Chambers and Bill Simmons (right). With them (centre) is guest of honour Capt Clive Knowles of P&O.

Picture: Vic Seymour Photographic Services

Three collect a chunky £12.5k

A TEN-MONTH tour de force in fund-raising by three members of the RNA has netted an astounding £12,508 for King George's Fund for Sailors.

Collecting at a stall set up in turn at a string of supermarkets, the trio from Folkestone branch raised an average of over £1,200 a month since they began their campaign in January.

The three – Shipmates Chunky Chambers (branch chairman), Chunky Challis (vice chairman) and Bill Simmons – form Folkestone and Dover District Committee of the KGFS, and they presented their haul to Capt Chris Walker RN (retired), the Fund's outgoing South-East Area organiser.

The presentation was staged during the RNA branch's Trafalgar Night dinner at which guests of honour were Capt Clive Knowles, P&O Stena Line's Senior Captain, and Mrs Knowles.

Fleet Air Arm pilot Lt Greg Davison, serving on exchange in San Diego, was guest of honour at the dinner dance laid on by Long Beach branch, California. Other guests included Honorary Consul Paul Stevens and his wife, Fay;

A LONG, hard campaign by members of Hull branch of the RNA has ended successfully with the unveiling at Minerva Pier of an impressive, £12,000 Naval memorial to those lost at sea in the conflicts of this century.

Funded by members of the Association and by Hull City Council, the memorial is designed to resemble the bow of a ship. It was unveiled by the Lord Mayor of the city, Cllr Brian Wilkinson.

It was a proud and emotional moment for members of the branch and fellow shipmates of No. 11 Area, who had worked for two years towards establishment of the monument.

The campaign was led by World War II veteran and branch public relations officer, Shipmate Tom Kitching. He said: "Hull now has what it should have had a long time ago – a lasting tribute to those who lost their lives at sea. They should never be forgotten."

Another war veteran, Shipmate Tom McHugh, who lost a brother in action, said: "We have our memories, but this is a place where people can come and remember and pay their respects."

Before the unveiling, shipmates attended a service of thanksgiving at Holy Trinity Church. With stan-

Trafalgar celebrations

and Lt Cdr Tim Chrisop also serving with the FAA in San Diego.

A mast display of Nelson's 'England expects' signal supported by pictorial information on the battle was arranged by Shipmate J. Rindler who recently retired from the US Navy.

BA supported the annual dinner for the fifth consecutive year by contributing two return tickets from Los Angeles to London for a prize draw won by Shipmate Al Steeds and stepson Ernesto Mendoza.

For the first time Sea Cadets from the North Shields unit TS Endurance were present for Wallsend branch's event. Led by PO Elaine Sunderland, they piped on board the branch standard and helped to entertain shipmates and guests.

Seventy-five shipmates and guests were at Bexhill branch's fifth Trafalgar dinner at which the loyal toast was proposed by Shipmate D. Hughes and the Oration given by Shipmate P. Humphries.

Three branches – Wetherby, Harrogate and Nidderdale – combined for their Trafalgar Night at Harrogate at which the guests of honour were Vice Admiral Sir Ian McGeoch and Lady McGeoch.

A sketch, Captain's Rounds, written by Woking vice chairman Shipmate Ian Fraser and performed by 'Woking Old Matelots' was one of the highlights of that branch's Trafalgar celebration. Also featured was a buffet supper and dance.

Area 11's president, Lt Cdr David Dennis RN (retired) was guest of honour at Wakefield branch's Trafalgar dinner. It was announced that this year the branch had donated £900 to local charities from the proceeds of coffee mornings.

Navy News rugby correspondent, Lt Cdr Grassie Meadows of RN air station Yeovilton, was guest of honour at Brecon branch's celebration. Other guests included branch president, Admiral Sir Iwan Raikes, and Lady Raikes.



PICTURE PUZZLE

WINNER of our October competition, who correctly identified the ship as HMS Bulolo, is Mr E. A. Phillips of Shaftesbury Street, London. He receives our prize of £30.

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MYSTERY PICTURE 58

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February edition. The competition is not open to Navy News employees or their families.



Radar ace (92) joins St Albans

A WARTIME sailor who played a vital role in the destruction of an Axis convoy off Tunisia is one of the newest recruits to St Albans branch.

Doug Evers, who as an AB won the Distinguished Service Medal, has joined the RNA with his wife, Peggy. Both are aged 92. The action in which Doug distinguished himself came on December 2, 1942 when he was manning a 10cm radar receiver in the cruiser HMS Sirius.

Sirius was in company with two other cruisers and two destroyers. Through the murk of the early radar set, Doug managed to detect a very faint contact which turned out to be the enemy convoy for which the force had been searching.

The four-ship convoy was sunk, together with one of the escorting destroyers. Two others were badly damaged. As well as being awarded the DSM, Doug was rated up to LS, eventually leaving the RN as a PO radar instructor.

Doug's father was also in the Navy, serving as a CPO cook until he died in the catastrophic explosion which destroyed the armoured cruiser HMS Natal in the Cromarty Firth in 1915.



● The Lord Mayor of Kingston upon Hull lays a wreath at the city's newly unveiled Naval memorial. Picture: Hull Daily Mail

dards displayed they then paraded to Minerva Pier, led by Harrogate Sea Cadet band, where the salute was taken by the Lord Mayor in his capacity as Admiral of the Humber.

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The famous Plymouth based artist Richard Clark was commissioned by the 1999 Devonport Field Gun Crew to depict the one hundred glorious years of Field Gun. The painting, which is hung at the home of Devonport Field Gun, draws together scenes from the 1899 Relief of Ladysmith and the Devonport Crew in action both at Devonport and the Royal Tournament.



Only 1,000 prints of 'The Last Run' were made, of which 350 were signed and numbered by Richard Clark, the 1999 Devonport Field Gun Officer and First and Second Trainers.

Each member of this year's World Record breaking Devonport Crew received a signed print and you now have the opportunity to own a piece of Field Gun history too.

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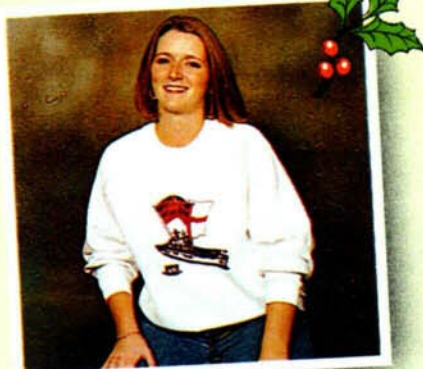
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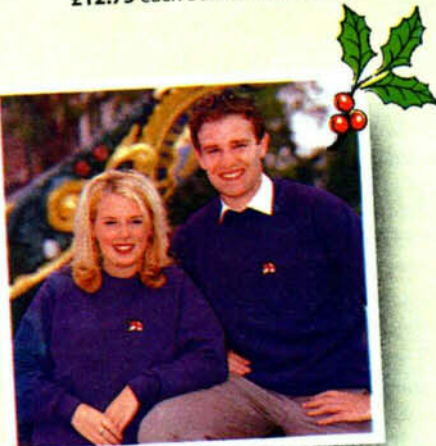
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A link-up with the University of Portsmouth has put the RN at the forefront of sophisticated manpower planning. **Mike Gray reports.**

Manning paper warships with potential sailors

A RESEARCH project between the Navy and a university has resulted in a sophisticated forecasting tool for manning levels many years into the future, and in ships not yet off the drawing board.

The link was forged in 1995 when the University of Portsmouth Business School began collaborating with the Directorate of Naval Manning (DNM) to improve risk management in manpower planning – working out the chances of long-term plans being accurate, and the level of confidence planners could have in any decision they make.

Professor Mike Kaye and lecturer Nick Capon followed up a Naval student's suggestion that an academic approach could provide fresh thinking over the problem of identifying in advance the major causes of gapping (shortfalls), and to prioritise them by assessing their likelihood and consequent impact.

As this was pioneering work, a partnership was set up with the university, and a full-time researcher, Marcus Bloch, moved in to DNM's Victory Building offices.

He and successors David Snowden and Bruce Bowhill studied risks and financial impacts, and although lack of computing power and insufficient data hampered the early stages, it was apparent that, given the tools, the problems could be solved.

A chief concern was the complexity of Naval requirements, which had parallels with the flows and sub-systems familiar to engineers.

As well as a traditional hierarchy for career progression, there are obligations for sea time or specified branch training – features rarely seen in the civilian workplace.

Other factors are the need to 'grow' personnel from within the system (someone qualified to command a nuclear submarine is unlikely to appear on the general labour market), the relatively short length of a Service career, and the time needed to react – sailors and ships cannot be conjured out of thin air in a crisis.

Cdr Richard Jenkins of the DNM said that the Navy system of forecasting staffing levels years in advance carried with it a significant chance of error.

"We get our figures from expert statisticians at the Defence Analytical Services Agency (DASA), and we then have to use that to give us our best idea of what the Navy requires in ten or 15 years," he said.

"To develop a nuclear submarine captain takes ten to 15 years; to develop an admiral takes 30 years. There are no short cuts."

"If you are destined for the top you have to take it step by step; even for technicians, you are talking about minimum time scales of three to eight years."

"We are trying to guess what the RN is going to be like in ten to 15 years – that's difficult enough even if you know what ships we are going to have."

"If we can see people as groups and understand the influences and constraints on these groups a bit better, then when we go to the Navy Board and say we should have 45,000 and this mix, the Board would have an idea of the risk associated with that forecast."

"If we know the level of risk, we can give a figure with some confidence."

The weight accorded to these calculations means they can be used in conjunction with other figures, such

as those from economists, to give a balanced picture.

As a result of identifying major risks, forecasting models were created which identify likely future manpower requirements and likely strengths over the next decade, building in length of service and promotion prospects, with a narrow, defined margin of error.

More accurate figures not only ensure operational effectiveness – fully-manned warships, for example – but may also realise considerable savings.

As part of a benchmarking process, the independent Institute for Employment Studies scrutinised the Navy's use of modelling in 1997 and recognised that the Navy and other military systems had a greater need of manpower planning than most organisations.

It also decided that the Navy "now leads the way in the systematic modelling of its human resources, and in providing decision-makers with objective analysis of human resource issues."

"It is ahead of any other organisation in the modelling facilities available to its managers, the training it provides and the specialists that are available if needed."

The work has attracted the attention of other institutions, including the University of Southampton and defence research and statistical agencies, who have confirmed the reliability of the findings, and the Navy believes it could be useful to other armed forces.

In addition to the consultancy work, a member of the DNM staff, Cdr Ross Rennison, is the latest research fellow in the partnership with the university.

Nick Capon said: "The university has gained in many areas from this liaison."

"We have been surprised by the complexity of the problem and have gained respect for the sophisticated modelling tools already used by the Navy in manpower planning – in many areas, well in advance of civilian organisations."

"I believe Portsmouth University students are benefiting, because our teaching can so easily get dry and out of date, particularly in a business school, unless we regularly deal with live business problems to ensure our skills are relevant and up to date."

The Navy is equally enthusiastic. Cdr Jenkins said: "The University is looking for problems which are academically worthwhile and have a business dimension, while for us it is an economic way of getting a problem tackled."

Cdr Rennison said the Navy is learning from the process: "We are looking for understanding as well as a solution. The answer is not enough – we need to know how they got there."

The study is increasingly investigating flow patterns in branches – there are some 90 rating sub-branches or specialisations, each with its own career structure.

By studying patterns which repeat – and often more importantly, those which don't – background knowledge and information can be fed into the model to give a clearer picture of the forces at work.

The newer Navy models could have a potentially wider application, according to Cdr Jenkins.

"I said to the economists that it struck me we are in many ways a national economy in miniature – we need doctors, dentists, engineers etc," he said.

"I asked if we could use a national-style model, but they said our work was far more sophisticated than anything they do on a national scale."

In the long term, more accurate forecasting will protect the crucial balance between sailors and ships – money will be spent on equipment, not on unwanted manpower, said Cdr Jenkins.



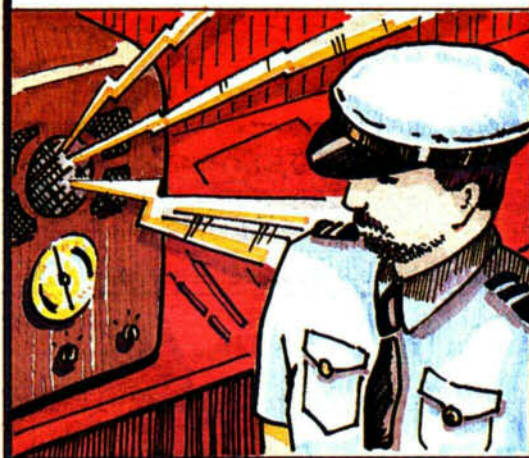
● **Planning ahead** – this is how HMS Astute, first of a new class of attack submarines, will look when she enters service in about six years time – presenting the type of manning challenge which the Navy must tackle years before the hull touches water. Three of the advanced submarines – the largest and most powerful Fleet boats yet to be built by the Royal Navy – are on order from Marconi Astute Class Ltd, and a further batch is planned. The first hull section will be laid down at Barrow-in-Furness, where the 7,000-tonne Astute will be assembled. The other two vessels in the £2 billion project will be Ambush and Artful.

Picture Copyright Marconi Naval Systems 1999

Trapped in Montevideo, the German battleship *Graf Spee* may only remain for three days – after that she must leave or be interned...

BATTLE OF THE RIVER PLATE

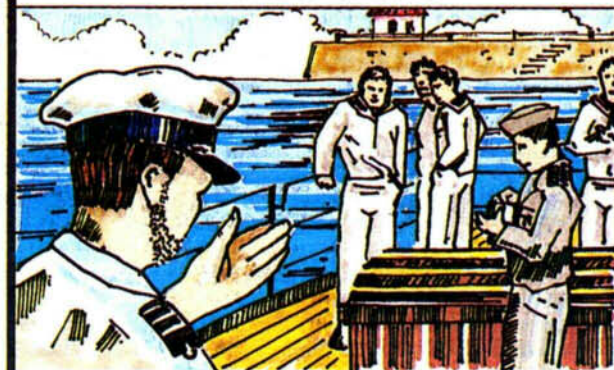
THE BBC SAYS THE BATTLESHIP *RENOWN* AND THE AIRCRAFT CARRIER *ARK ROYAL* ARE HEADING FOR THE RIVER PLATE, TOO. LANGSDORFF BELIEVES HE HAS NO CHANCE AGAINST OVERWHELMING ODDS.



ASHORE IN MONTEVIDEO, *GRAF SPEE*'S DEAD ARE BURIED WITH FULL MILITARY HONOURS. ONE OF THE WREATHS IS LAID TO THE MEMORY OF THE BRAVE MEN OF THE SEA FROM THEIR COMRADES OF THE BRITISH MERCHANT SERVICE. LANGSDORFF WILL NOT GIVE THE NAZI SALUTE.

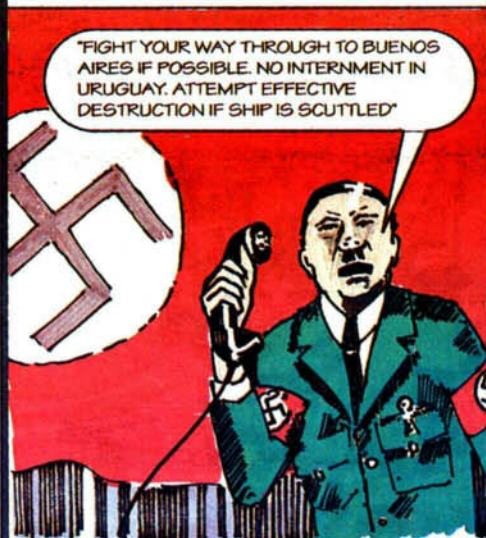


SUNDAY DECEMBER 16: *GRAF SPEE*'S MEN REFUSE TO TAKE THEIR SHIP TO SEA – DESPITE AN APPEAL BY LANGSDORFF HIMSELF. HE REPORTS TO BERLIN: "ESCAPE INTO OPEN SEA AND BREAK – TROUGH TO HOME WATERS HOPELESS"



SHOULD HE ALLOW THE SHIP TO BE INTERNED OR SHOULD HE SCUTTLE HER?

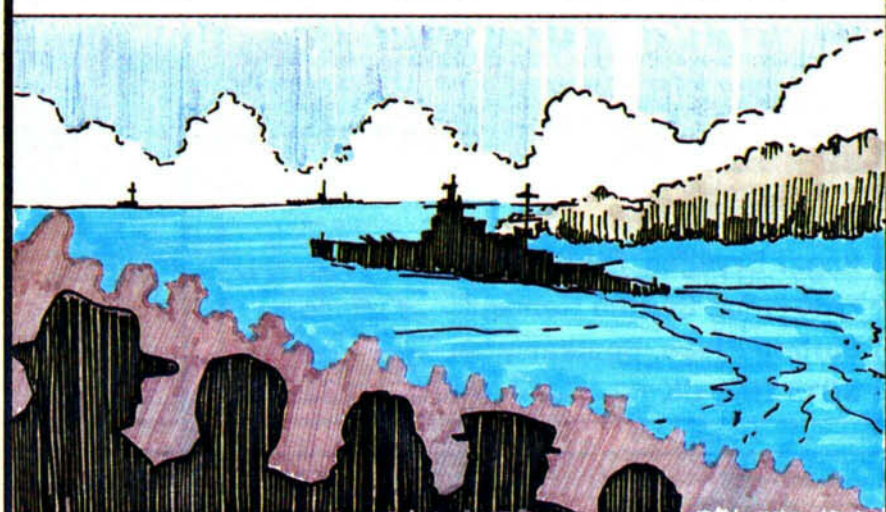
HITLER ORDERS:



DECEMBER 17. THE URUGUAY AUTHORITIES REFUSE TO LET *GRAF SPEE* STAY LONGER THAN 72 HOURS. *GRAF SPEE* TRANSFERS OVER 700 MEN TO THE *TACOMA*.



1815. WITH ONLY A DEMOLITION CREW ON BOARD, SHE HEADS SLOWLY OUT TO SEA. THREE QUARTERS OF A MILLION PEOPLE WATCH FROM THE SHORE.



Hoon expands cash support scheme for study

New Learning Credits to provide 'long-term incentive' for young

DEFENCE Secretary Geoffrey Hoon unveiled a new weapon in the campaign to recruit and retain members of the Armed Forces at a major careers convention at HMS Collingwood.

More than 400 careers advisors packed the lecture hall and listened as he gave details of a scheme which will provide thousands of pounds to Service men and women who want to gain academic and vocational qualifications.

After the Strategic Defence Review in 1997, Standard Learning Credits were introduced which have been providing up to £175 to personnel engaged in private study, refunding up to 80 per cent of their costs.

But the Defence Secretary's announcement gave details of a

huge expansion into the second stage of the scheme, with Enhanced Learning Credits paying far larger sums to staff with a minimum of four years' service.

He said: "Enhanced Learning Credits will be the 'big brother' of Standard Learning Credits and they will permit members of the Armed Forces to claim MOD support running into thousands of pounds per annum, for a limited number of years, for a learning enterprise.

"We plan to introduce Enhanced Learning Credits next year. We see them as a recruit-

ment tool for the future, providing a long-term incentive for young people to join the Services, and we also aim to encourage those already serving to stay longer."

□ After four years of service all personnel will be able to apply to join the scheme and, subject to certain criteria, will be able to claim £1,000 per year in any three years during their service and for up to ten years afterwards.

□ Longer service will be rewarded at a higher rate, with those serving more than eight years qualifying to claim for three payments of up to £2,000.

Mr Hoon said: "I see Learning Credits as a major positive step towards maintaining the Armed Forces as a career of first choice for the young people of tomorrow."

"Together with other elements of the Learning Forces Initiative, Learning Credits will make new recruits confident that they are choosing a career in which their skills will be continually developed by a modern employer.

"A career where they will be encouraged to expand the horizons of their own personal development, even beyond the bounds of their Service training and workplace experience and where the skills they develop will be directly relevant when they return to civilian life."



● **JOB EVALUATION:** Visitors to the Armed Forces Careers Convention at HMS Collingwood consider the Naval options.



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For further information, contact your nearest Reserve Training Centre or Armed Forces Careers Office. For details of these 'phone 0345 300123 (24hrs) or 01705 727676.



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beyond the £231,000 threshold above which inheritance tax is charged at the rate of – wait for it – 40 per cent!

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You would be well advised to take out a life insurance policy for the equivalent amount of tax payable on your death and written in trust to your heirs. That means that the policy does not belong to you, but to your heirs, and on your death it would therefore not form part of your estate and would not be liable to inheritance tax.

Another way to deny the Chancellor his spoils is by setting up a Will trust with your spouse. That would utilise two nil-rate bands which is to the benefit of your heirs without jeopardising the financial security of the surviving partner.

Other schemes include gift and loan plans – but don't forget that the gift has to be made at least seven years before the donor's death, or the amount over the nil-rate of £231,000 will be deducted and taxed on a reducing scale depending on how long ago the gift was made.

Regular gifts can be made out of surplus income, as opposed to capital, which does not reduce your normal standard of living. Also, each partner has a marriage gifts exemption of £5,000 if the gift is for your child (£2,500 for your grandchild or £1,000 for anyone else who is getting married). But the gifts must be made before marriage.

And each partner has an annual capital exemption of £3,000.

For people in their 50s and 60s, loan trusts may be the answer. A loan is made to a trust and used to buy a single-

premium bond. That gives you access to five per cent of the capital annually, which is free of higher-rate tax for 20 years.

At the end of the period the original capital will have been spent as tax-free income, but the bond should have increased in value, will be worth more than the original capital, and will be tax-free.

For older people, in their 70s to 90s, the purchase of an annuity could be the answer. By this you pay into a whole-of-life policy. If you put, say, £90,000 into an annuity and £10,000 into a life policy, the life policy premiums would be paid by the annuity. That would also produce an income, with the cost of the annuity being offset against inheritance tax. However, the income is fixed, hence the suitability of the scheme for older age groups.

You can also give your spouse unlimited assets without incurring either inheritance or capital gains tax. By transferring an investment in that way, to the spouse who has the least amount of income, you minimise the tax it attracts.

For example, a husband could transfer investment

income to his non-working wife who will receive the first £4,335 tax-free. The following £1,500 will be taxed at ten per cent, and up to £28,000 will be taxed at 20 per cent.

She can receive investment income up to £32,335 before reaching the 40 per cent tax band.

Deeds of variation may also be used. If a spouse dies having left everything to the partner, but without making use of all the tax exemptions, the widow or widower can employ a deed of variation to change the will.

That has to be done within two years from the date of death to use the partner's nil-rate band retrospectively. However, if the surviving partner fails to pass on funds in the estate within two years, the 40 per cent rate of tax will be charged.

With the deed the surviving partner can give part or all of their interests to the heirs, which is the same as the deceased leaving them that amount.

The children could benefit immediately or a discretionary trust could be set up so that the surviving partner receives an income for life.

Pensions a riskier business if you're a woman

EQUALITY of the sexes in the pensions stakes is not generally the norm.

The reasons?

First, women are usually still in the position of taking the main responsibility for bringing up the children in a marriage, and while away from work they often pay lower pension contributions, if at all. Added to that is the fact that women at all levels generally earn 20 per cent less than men.

Also, women live longer than men on average, and pension companies pay them a lower annuity rate when they retire.

Women who have no earnings are not allowed to pay into a pension even if they have sufficient funds to do so – something that will change under the new Stakeholder plan. So younger, working women have to strive harder than men to ensure they have a decent retirement income.

They should contribute as much as possible to their pension before they take time off for children. Older women returning to work who are in their company's pension scheme should try to make up for lost time by paying additional voluntary contributions – known as AVCs – or free-standing AVCs. And during a career break contributions from the joint household income into an ISA can be made for the woman...

Getting a stake in the future

STAKEHOLDER pensions, to be introduced by the Government in 2001 are aimed at people with annual incomes of £9,000 to £20,000.

Those earning below £9,000 will get the new State Second Pension, which will replace SERPS – the State Earnings Related Pension Scheme.

The main beneficiaries of the Stakeholder system include employees in small firms who are not members of a company scheme, contract workers and women who dip into and out of work.

The Stakeholder system allows savers to pay in up to £3,600 annually or up to all their earnings, whichever is the lower. That will attract income tax relief at the saver's highest rate.

Companies which do not offer a pension scheme will have to give their workers access to a Stakeholder pension. While Stakeholder schemes will be available from pension companies, the Government is keen for employers and trade associations to offer schemes to groups of workers to keep costs down.

However, you should not wait two years for the Stakeholder scheme to be introduced before starting to save for retirement. Early contributions to a pension are the most valuable because they have longer to grow – any delay can have a big impact on the size of your pension.

It is better to think about taking out a personal pension now and transferring it into the Stakeholder plan in 2001.

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£5,000	Monthly	£480.90	£189.39	£111.42	11.4%
	Total	£5,770.80	£6,818.04	£9,359.28	
£1,000	Monthly	£97.80	£39.63	£24.50	14.9%
	Total	£1,173.60	£1,426.68	£2,058.00	

Without Repayment Protection. For guide purposes only. Actual payments may differ by a few pence.

LOAN		1 year	3 years	7 years	FIXED APR
£10,000	Monthly	£881.29	£324.62	£168.08	10.9%
	Total	£10,575.48	£11,686.32	£14,118.72	
£5,000	Monthly	£445.89	£167.61	£89.95	13.4%
	Total	£5,350.68	£6,033.96	£7,555.80	
£1,000	Monthly	£90.65	£35.03	£19.70	16.9%
	Total	£1,087.80	£1,261.08	£1,654.80	

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Saloon is a rally-bred flier

IT'S NOT pretty, but the Subaru Impreza Turbo's distinctly functional profile is part of its attraction, and you'll be hard-pressed to find such a high performer anywhere near its price, writes Glynn Williams.

In fact, if you admit that this rally-bred flier, which can sprint to 60mph in around six seconds and top 140mph, costs less than £21,000 – some £3,000 less than the flagship Ford Mondeo – people will look at you with disbelief.

It is a phenomenal performer, not just in terms of neck-straining acceleration, but with fabulous incisive yet forgiving handling, thanks to the permanent all-wheel-drive.

Officially the Impreza is in the same class of car as the Ford Focus, in terms of size and capacity, but in reality there is nothing to touch it.

When there was an Escort Cosworth it undercut it on price and surpassed it on the road.

The version tested was the four-door saloon, with civilised capacity for five adults and a useful boot.

But for £500 more you can have the five-door, termed an "estate" with extra capacity from an extended rear roof.

And this estate is no slouch either, being just a tenth of a second slower in the sprint and 2mph slower in potential outright pace.

But driven in a more sedate and law-abiding mode it will accommodate a couple of dogs or loads more luggage, while both models have the flexibility of fold-down rear seats.

This is the thing about the Impreza: it can truly fly like the wind, flash past anything for incisive overtaking, is a dream winding through the bends with body-hugging sports seats ensuring you're in total control, yet it is a practical and comfortable everyday form of transport.

CAR FACTS

MODEL: Subaru Impreza Turbo 2000 AWD four-door

PRICE ON ROAD: £20,950

ENGINE: Intercooled turbocharged 2-litre flat four cylinder 16-valve with double overhead cams for both banks, producing 215bhp.

TRANSMISSION: Permanent all-wheel-drive with viscous centre coupling, five-speed manual change

PERFORMANCE: 0-62mph – 6.3 seconds; top speed – 143.5mph

ECONOMY: urban – 20.6mpg; extra urban – 35.3mpg; combined – 28mpg

INSURANCE: Group 17.

There are brakes with ABS so that the car stops as sharply and as reassuringly as it goes, and there are distinctive big spoilers front and rear, which are there for a purpose.

Far from a spartan sportster, it has power steering, electric windows front and rear, powered mirrors, tilt-adjustment for the Momo leather steering wheel, and dual airbags for the front-seat occupants.

Certainly it has a lovely growl when the engine is called to come on song, but the noise isn't intrusive, and turbo-lag is imperceptible – press the pedal and response is instantaneous.

And it isn't too thirsty either, with an official combined cycle fuel economy of 28mpg that I slightly bettered.

The other key standard features are an alarm and immobiliser, which you sadly really need, because unfortunately this car is so good it has a reputation for attracting the wrong sort of attention.



● High performer: the Subaru Impreza Turbo 2000 AWD saloon.



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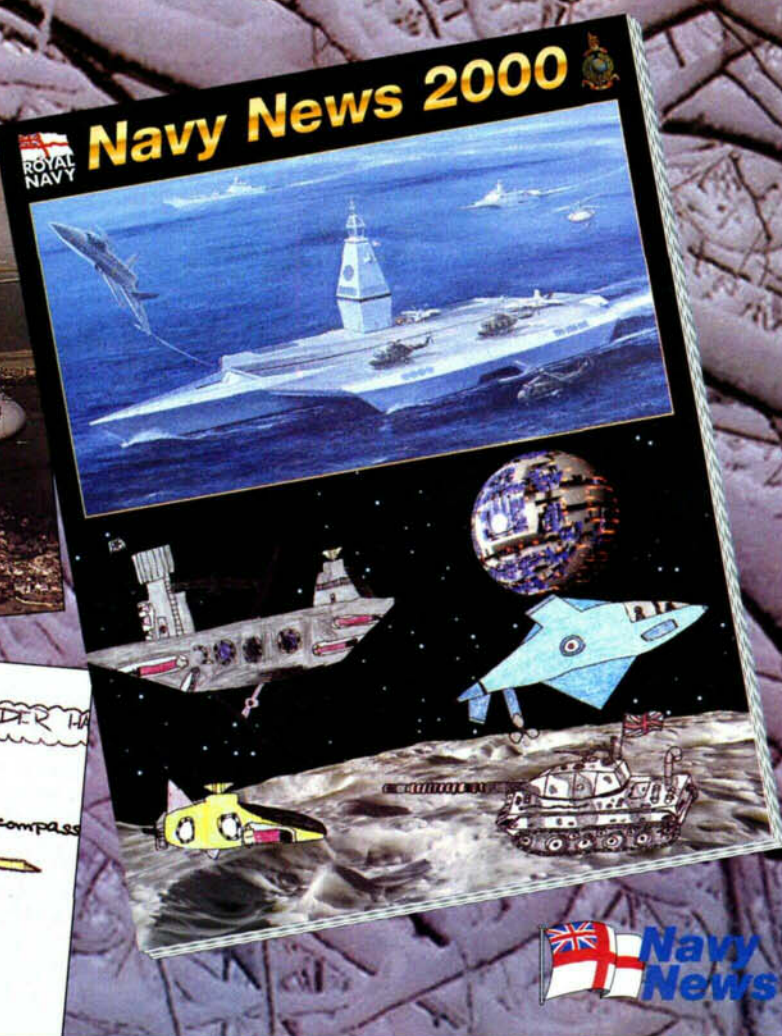
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Pocket Shogun aimed at young

MITSUBISHI, which has just celebrated 25 years in the UK, launches a new "compact" version of its top-selling Shogun all-wheel-drive wagon next month.

● **Compact model:** the Mitsubishi Shogun Pinin, designed to appeal to the younger 4x4 buyer.

Designed in Italy by Pininfarina, the stylish new sports utility vehicle (SUV) has the heritage and style of its big brother but with a modern twist – and pricing – to appeal to the younger 4x4 buyer.

Priced from under £15,000 to £20,000, the Pinin comes in three lev-

els of specification, powered by the frugal and clean gasoline direct injection 118bhp 1.8-litre 16-valve petrol engine.

Mitsubishi has also launched a new version of its Space Runner, a restyled Challenger, and the new 2.4-litre GDI version of the Galant.

Luxurious Lexus heads into 4x4 market

LEXUS, a marque renowned for luxury saloons, is poised to move into the 4x4 market – in style, naturally.

It presented the RX300 concept car at the London Motor Show, a wagon which is due to go on sale in the United Kingdom next autumn.

Already a big hit in the United States, the RX300 is a capable off-roader, but with the styling and interior space of a sporty estate combined with the ride comfort and luxury trimmings which have come



● **Switch in market:** the Lexus RX300 4x4 off-roader.

to be expected of the brand.

It will be equipped with a three-litre V6 engine with Variable Valve Timing – Intelligent engine producing 220bhp.

NEXT MONTH:
Glynn Williams takes the Jaguar S-type V6 for a test drive

If the 'ordinary' turbo doesn't grab you, the P1 will



IF THE 'ordinary' Impreza Turbo isn't enough (see road test, p34), there is soon to be an even more powerful version.

Available from March, the P1 version – the prototype version is pictured above – has power boosted to some 280bhp, for 0-60 in 4.8 seconds and a top speed in excess of 150mph to make it a real supercar.

In top gear this two-door

saloon leaps from 50 to 70mph in less than seven seconds.

Yet the machine developed by Prodrive, the company which makes Subaru's world dominating rally cars, still keeps its full manufacturer's three-year warranty.

The price has yet to be announced but this limited edition is sure to not only have a competitive price, but keep its value impressively well, too.

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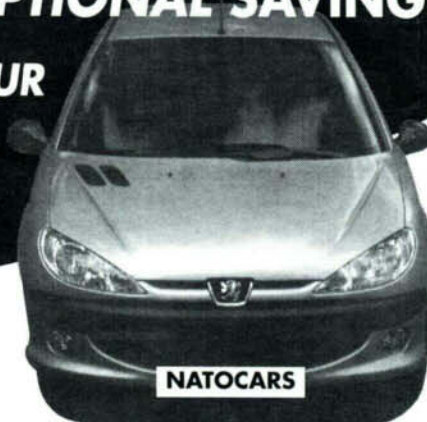
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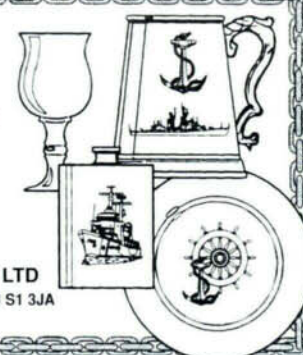


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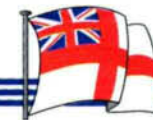
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Graphics student Sarah has designs on the Navy, and decides –

The RN Photographic Branch is 80-years-young this year. Just lately it has undergone a technological revolution, so now the old-style "Photos" are "image makers" with a still wider range of skills at their fingertips to keep the Navy's image in the public eye.

As part of her work experience package with *Navy News*, would-be graphic artist *Sarah Williams* (16), a student at Bay House School, Gosport, talked to Lt Mike Mitchell, head of the Surface Flotilla Photographic Unit:



● 'We are able to produce extremely high quality photography that can compete with the best photographers in the media.' – Lt Mike Mitchell talks to Sarah Williams.

Picture: LW(PHOT) Chrissie Wood

IMAGE IS ALL

What sort of jobs does a Navy photographer do?

Well, a Navy photographer is a jack of all trades. He or she will be a printer, processor and photographer, an operator of digital cameras and computers, able to balance the chemical activity in a print processor as well as the ratio of flash to daylight. Our prime roles are the collection of intelligence and analysis, air reconnaissance and support to Royal Marines operations. Public relations also features, as well as weapons trials, periscope calibration – the list is endless. But that is the attraction of the job, because the contrast between all our different roles allows for a varied and interesting career.

People tend to see us as only doing PR work, and make no mistake, that is important. We are the only Service that does all its work over the horizon where no-one can see us. So unless we promote what the Navy and its people are about, both inside the Service through internal magazines and externally via newspapers like *Navy News*, the Service ethos, the sense of purpose and belonging, will be eroded. Also, the public perception of our work will suffer and that is important for recruitment and support from the wider population.

The Editor tells me they used to say a picture is worth a thousand words. Do you think that's still true?

Oh yes, I do! And I can give you a good example of that. If you say "Falklands War" to most people, they remember the pictures – HMS *Ardent* blowing up, the ships in San Carlos – and these act as the catalyst for the memory. So a picture of an historic event, particularly if it is a good, strong image, can be the key point that is remembered.

So what are the best sort of photographs you should take for the Navy?

If my photographers are covering Naval activity, then the key element must be the people within the Service, so they should form part of the picture. We've got some wonderful equipment and our ships and aircraft are very photogenic – but none of the hardware would function without the people. And it's people that the media are interested in above everything else.

How do you send your pictures back?

At one time, all we could do was put them in an envelope and send them in the mail! But now we can process the films on board and digitise them. We have done away with the traditional dark-room enlarger for deployed photographers, and rather than transport around chemicals and equipment, we scan the image into a computer and print it via a bubble jet printer.

The quality is still not quite as good as conventional prints – but the technology is getting better, and for short-term, one-off use on board it is ideal.

The other option is to send the image back digitally – if the ship is alongside they can connect to a land line, or if she is at sea the image can be sent back via a modem and satellite. If it was, for example, a defect picture taken to accompany a refit report, then it could perhaps go in the mail, but if it was a hot news item and the Command deemed it appropriate, then we'd go for satellite transmission. As an example, we had LA(PHOT) Steve Wood on board HMS *Sheffield* when Hurricane Mitch went through Honduras. The ship rescued a Honduran woman, Isobella Arriola, 50 miles off the coast after she had spent six days in the water. It was an incredible story and the picture of her being carried from the ship's Lynx helicopter appeared in every national paper in the UK – three front pages – as well as on the evening and breakfast television programmes. It was also used around the world.

Again, that picture encapsulated the whole hurricane disaster for many people. This woman had survived against all the odds – thanks to the Royal Navy. So that was an important story for us – and completely justified the use of the satellite.

I've been told the number of photographers has been reduced in recent years, so is there much rivalry between them?

Yes, there is! And, to be honest, I think that's a good thing – it's healthy competition. We have an annual competition every year, the Peregrine Trophy, and that allows photographers to compete for prizes and gives us an overall view of where our photography is going and how we can best promote it. Any sort of competition with prizes attached encourages competitiveness and persuades people to get involved – and year on year it has shown that we are able to produce extremely high quality photography that can compete with the best photographers in the media.

Does the Navy think their photographers are worth keeping, then?

I can't speak for the Navy – but speaking personally, I'm bound to say yes, aren't I? Admiral Lord Fieldhouse, who was Commander-in-Chief Fleet at the time of the Falklands War, once said that public relations was the Navy's first line of defence in peacetime. As a Service, we need to be able to publicise what we are doing, and pho-



● IN YER FACE: 'Wet 'n' Royal', the top individual entry in this year's Peregrine Trophy competition, was taken by LA(PHOT) Rob Harding of Flag Officer Scotland, Northern England and Northern Ireland's staff. Inset: LA(PHOT) Steve Wood's picture of Isobella Arriola coming on board HMS *Sheffield* after being rescued from the sea in the wake of Hurricane Mitch.

tographers are vitally important in order to achieve that. When we have our pictures published in all the newspapers and shown on TV, as with those from HMS *Sheffield*, that says to me "The Surface Flotilla is here."

The other work we do is vital as well, the routine day-to-day groups, defect reports etc, and it would be difficult to find another organisation to cover the sea-going and shore work for the same costs.



Reunions

British Pacific & East Indies Fleets Millennium Reunion to be held Sept. 1-4 2000 in Portsmouth/Hayling. Main accommodation, Sinah Warren, Hayling Is., deadline Jan. 31. Parade and service, Sunday, Sept. 3 at HM Naval Base Portsmouth. Many veterans already booked. For details send s.a.e. to Secretary, John Darling, 6 Horsley Close, Epsom, Surrey KT19 6HB (01372 812023 - fax 0700-1100).

Commando Gunner Association, evolved from Commando Gunner Club, is open to any commando-trained individual who has served in 29 or 95 Cdo Regt RA (incl. 95 Forward Ob Unit) and 289 Cdo Batt (V). Specifically applies to officers and soldiers of the RA but includes individuals from any branch of the Army or Royal Navy. Life membership is £10. Contact Tom Browne, PRI Shop, 29 Cdo Regt RA, The Royal Citadel, Plymouth PL1 2PD, tel/fax: 01752 236143 e-mail: 29cldora@globalnet.co.uk

February

The Penelope Association 38-44 & 63-92: Those who served in and their relatives are welcome to Blackpool reunion, February 18-20. Details and membership from Mike Bee, 1 Oddfellows St, Mirfield WF14 9AB, e-mail: mikebee@mirfield34.freeserve.co.uk

RM Buglers Branch reunion weekend at HMS Nelson on February 18-19. Applications are invited in writing to: WO2 Bugler, A D Bridges RM, The Corps Drum Major, HQ Band Service Royal Marines, Eastney Block, HMS Nelson, Portsmouth PO1 3HH, enclosing a stamped, self-addressed envelope.

March

HMS Diana Association: All commissions, reunion in Blackpool, March 2000. Details from Gordon Woods on 01928 577694.

RNNS (East Anglia) reunion at 1200 on March 26 in the 'Shipwreck', Shotley Marina (old Enright Block, HMS Ganges). Details from Peter Brooke, 7 Penn Close, Capel St Mary, Ipswich IP9 2UE, tel: 01473 310189.

April

HMS Crane U23/F123 Club: Reunion 2000 in April at Pompey, 2 x SAE to Nobby Hall, 32 Lade Fort Crescent, Lydd on Sea, Romney Marsh TN29 9YF.

HMS Mohawk 1939-41 survivors reunion in April. Contact R Bromley on 01703 243175.

HMS Grenville Association 1943-46 - Capt D25, in company of HM Ships, *Ursa*, *Undaunted*, *Uist*, *Urania* and *Ulysses*, will be holding their next reunion at Blackpool in April. For information contact R. Durber, 4, Sir Winston Churchill Place, Binley Woods, Coventry, CV3 2BT, tel: 02476 542978.

HMS Cossack Association (L03 and D57) reunion at Eastbourne April 7-9. To join the association and for reunion details, contact Geoff Lilley on 01473 682836.

Loch Class Frigate Association will hold their reunion and AGM from April 7-9 at the Royal Hotel, Walsall. Details from Bryan Ricketts, 1 Wallhouse Close, Walsall WS1 2BJ, tel: 01922 620494, or Ron Blanchard on 01592 872309. Please book early for cater-

ing arrangements.

HMS Vengeance Association reunion at Nottingham on April 14-15. More details from D. (Lew) Lewis on 01273 881330.

HMS Black Prince Association reunion at Somerset Hotel, Llandudno from April 14-17. Parade and cenotaph service planned. Ex-shipmates, friends and associates are welcome. Details from W. Edge, 8 The De Traffords, Higher Irlam, Manchester M44 6LP, tel: 0161 775 9136.

HMS Caprice Association reunion at the Trecarne Hotel, Babbacombe, from April 14-17. Contact Alan Knapton on 01403 753125. All commissions welcome. See Service Pals, Teletext Channel 4, 487-488.

HMS Suffolk Association will hold their next reunion at Courtlands Hotel, Bournemouth, from April 14-16. SAE to founder member, A. E. Emanuel, 1 Channon Court, Maple Rd, Surbiton KT6 4RS, tel: 0181 390 5783.

Weapon Mechanics Association will be holding their reunion at Fort Blockhouse from April 15-17. Details from Charlie Davis, 1 Hillview, Upclodres, Bridport, Dorset DT6 4PF, tel: 01308 485365.

RN DEMS Association (Southern) will hold their reunion at the Royal Naval Association, Park Rd, Hanworth, Middlesex on April 15 from 2 to 8pm. Details from C. Collis, 2 Neil Close, Ashford, Middlesex, TW15 1NT.

HMS Ladybird (Sasebo-Japan) - (Ex SS WU SEUH): A reunion and dinner to commemorate 50 years since the commissioning of HMS Ladybird at Hong Kong will take place at The Angel Hotel, Royal Leamington Spa on April 15. All ex-Shipmates Company and Staff of F02 i/c FES Welcome. Contact Terry Cooper, 28, Hopton Lane South, Malton Rd, York YO32 9TG, tel: 01904 425883 or e-mail: TWCooper@compuserve.com

HMS Ramillies Association hold their reunion at the Royal Sailors Home Club, Portsmouth, from 17-21 April. Anyone who has served aboard the ship at any time is welcome to join the association. More information from Eric S. Marks, 3, Kendal Ave, Thornton, Cleveleys, Lancs FY5 2LY, tel: 01253 826300

HMS Verran Bay Association 1944-59 reunion from April 28 to May 1 at the Royal Fleet Club, Devonport. New members welcome. Contact E. Johnson, 82, Western Drive, Hanslope, Milton Keynes, Bucks MK19 7LE, tel: 01908 510022.

HMS Crossbow reunion in the Burns Suite, Union Jack Club, Waterloo, London, April 28. Informal dress, partners welcome. 6.30 to 11pm. More details from Barrie Edmonds on 01704 214232

HMS Middleton (L74) Association: This Hunt-class destroyer's next reunion is April 28-29 at the RMA Club, Leamington Spa. To make it a bumper one, will all former shipmates not already in touch please contact Mike Alston, 6, Belmont Park Road, Maidenhead, Berks SL6 6HT, tel: 01628 629655.

HMS Wren, all commissions reunion at the Royal George Hotel, Knutsford, on 29-30 April. Details from Les Owen, 15, Field Close, Westbury, Wilts BA13 3AG, on 01373 822619, or Pete Humphries, 64, Springfield Avenue, Holbury, Southampton, Hants SO4 1LP, tel: 023 8089 3162.

May

HMS Newfoundland Association 1942-59 reunion from May 5-8 at Warners Lakeside Holiday Camp, Hayling Island - will you be there? Details from Tom Roxby, 8, Lindale Close, Congleton, Cheshire, CW12 2DG, tel: 01260 279819 or e-mail: Tom.Roxby@btinternet.com

HMS Peacock reunion, May 5-7 at RN HQ, Royal Leamington Spa. Details from Ted Collier, 8, Aston Lane, Remenham Hill, Henley-on-Thames, Oxon RG9 3EL, 01491 574241.

HMS Pearl 1935 - 46 Association: Crew will be holding their final reunion at Padiham, Burnley, Lancs from May 5-7. Former shipmates are asked to contact Geoff Lancashire, 1 Rowsham Court, South Hill Avenue, Harrow on the Hill, Middlesex HA1 3NX, Tel: 0208 422 2357 for details of the reunion and Association.

Algerines Association (Fleet Minesweepers) 1942-62 reunion in Portsmouth, May 12-14. Any ex-serving personnel and/or their dependants can get further details from George Patience, 'Foighidinn', 97, Balmacrae Road, Drumna-drochit, Inverness IV63 6UY, tel/fax: 01456 450659.

HMS Wasp Association hold their next reunion at HMS Sultan, Gosport, from May 12-14. More details from R. Foster on 01753 653915.

HMS Barham Survivors Association reunion dinner on May 13 at the Royal Sailor's Home Club, Queen Street, Portsmouth. Details from George Elliott, Flat 4, Greenwich Court, 25, King Street, Southsea PO5 4EU, tel: 01705 755734.

HMS Saintes Association reunion at the Royal Sailors Home Club, Portsmouth, on May 13. Tickets and details from John Harris, 'Hamoaze', 10a Beeleigh Link, Chelmer Village, Chelmsford, CM2 6PH, tel: 01245 252569.

23rd Destroyer Flotilla (and the 26th if they wish) reunion will be held in the WO's and CPO's Mess, HMS Nelson, Portsmouth at 1800 on May 27. Details from Bill Swift, 37, New Road, Lovedean, Waterlooville, Hants PO8 9RU, tel 023 92 591032.

Calling Old Shipmates

Ex-Stoker, John Dickinson would like to meet ex members of the 1952-54 PO Mess, HMS Peacock, at April's reunion. Especially Charlie Woolstone, Jackie Cooper and Geoff Neal. Contact John at 105, Pontefract Road, Nevison Leap, Pontefract, W Yorks WF8 2PU, tel: 01977 704424 or Cec Ludwell, 74, Henson Grove, Airedale, Castleford, W Yorks WF10 3JF, tel: 01977 554926.

HMS Acteon, South Atlantic 1946-53: Ship's Company contact George Brandon on 0116 267 3755, for reunion. Sixteen already in touch.

HMS Blackcap: Seeking ex-Wrens Sally Abbott, Vera Masters, Clare Andrews, Christine Watt, Phyllis Whitehead and Doris Schofield. Any information to 023 9278 2431.

FAA Airman Tugg Wilson: B. McCarthy seeks whereabouts of ex-FAA Airman, Tugg Wilson (from Southgate, London), who was stationed at HMS Blackcap late 1942-43. Have forgotten squadron number. He used to go out with a Wren called 'Mac'. Any information to 023 9278 2431.

Diana Woolnough: Do you remember Diana Woolnough, ex TSA/ETS, 1976-90? If so she would like to hear from you. Contact her at 34, Gilda Crescent, Bristol BS14 9LF. All letters answered.

HMS Chieftain 1955: N. Cains is searching for messmates from the Electrical and Radar branch: Rusty from Romford, Taffy from Sheffield, Darby, Allen, Currie and another whom he cannot remember. It would be nice to correspond with any shipmate from her. He has spoken with many from earlier commissions. Contact N. Cain (Lights) on 0161 766 2103

HMS Apollo 1953/55, Electrical branch: where are you all? Wilder, Ben, Holmes, Marr, Lodge, Hill, PO Stanley, PO Harris, Jan and all the rest. Give Jim Calcraft a ring on 01274 589275.

'Froggy' French: last heard of as Instructor PO at HMS Ganges, Collingwood/Exmouth divisions, 1957-58. He was a boy Seaman on HMS Exeter in 1939 at the Battle of the River Plate. He is known, but not traced by the River Plate Association. If anyone has any knowledge of him or his family could they please contact Andrew Thorburn, Newton of Melrose Cottage, Gamrie, Banff, AB45 3EQ, tel: 01261 833360.

HMS Hunter Association: Still seeking members of Hunter Ship's Company or 807 Squadron FAA to join us for reunion in June. Details of association and reunion from Jack Preece, 1, Melrose Drive, Cannock, Staffs WS12 4LU, tel: 01543 422759.

Brickwood's Field Gun Competition: Have you run in this competition prior to 1975? The history of the event is currently being com-

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■ There may be a delay before items appear, due to the volume of requests.

Over to You

Osprey, Fast Patrol Boat/RTTL Mk2: Having become the owner of this vessel, Derrick Asprey would like to find out its history. Built by Saunders Roe of Beaumaris, Anglesey, Hull 2770 RMAS, Pennant Reg. 43779 RMAS, transferred from RAF, Port of Registry, Portsmouth Naval Dockyard, Registered March 17, 1968. If you have any further information, contact Derrick Asprey, Brookfield, Middleton Rd, Manchester M8 4NB, Tel: 0161 740 2742 Fax: 0161 740 0676

First passing out Parade of WWII at Plymouth Sept/Oct 1939: Are there any photos, possibly taken by the official photographer at the Barracks, but no longer commercially available? Contact H Blackwell, 'Wahroonga', 54a Cadogan Rd, Beacon, Camberne TR14 7RY, Tel: 01209 713971.

HMS Hereward: Ronald French, Leading Telegraphist, killed in action June 8, 1941. Any information about Mr Fermor's late uncle or HMS Hereward would be greatly appreciated. Contact Mr S. Fermor, 'Cherith', 150 Willingdon Rd, Eastbourne BN21 1TS.

HMS Ajax 1940: Any relative or guardian of George William Hills, Boy 1st class, killed during action with Italian destroyers, south of Malta October 12, 1940, please contact D. Hoppe, 'Anfield', 354a, Bourne Rd, Pote Hole, Spalding PE11 3LL, tel: 01775 724470.

Joseph Ifor Boucher, a native of Blackwood, S Wales, served in HMS Lakeland at the start of WWII as a seaman gunner, transferred to Merchant Navy as DEMS rating on Atlantic convoy duty. Torpedoed, rescued and landed in USA. Returning to UK in another convoy was again torpedoed and lost. His son would like any information. Contact Roger Atkinson, 58, Standard View, Ynysir, Porth, Rhondda, CF39 0HR, tel 01443 684006.

D-Day Normandy landings: Students at Saint Felix School, Southwold, Suffolk are doing research into the involvement of their school in D-Day Normandy landings. If anyone has any memories, information or personal contacts which could throw more light on the subject, could they please write to Margaret Thomas, St Felix School, Southwold, Suffolk, IP18 6SD or Tel: 01502 724402 (evenings).

Bill Fleckney is looking for the following who were billeted with his Mum in London (Isleworth) 1943/4. Bob Furnival (from Liverpool), Harry Tickle (Chorley), Louie Mason (Stockport) and Max Cheetham (Denton, Manchester). Contact Bill at 14

Buckland Path, Buckland, Portsmouth PO2 7DB, tel: 01705 815921.

SS Lancastria: Ray Sands is seeking information, photographs and books on the sinking of the Troopship on June 17, 1940, off the French coast at St Nazaire. A relative was killed in that action. Contact Ray at Greensleeves Cottage, 47, Oast Road, Hurst Green, Oxted, Surrey RH8 9DU, tel: 01883 713976.

HMS Raider 1942 (R-class destroyer): Seeking any shipmates of Joseph McGrandle, who joined the commissioning crew of Raider in 1942, staying with it until 1945. Volunteered for Royal Fleet Reserve until 1952. Any info about Raider or names and location of crew to Andy McGrandle, Coppins Barn, West Farm Way, Emberton, Bucks MK46 5QP, tel: 01234 713372, e-mail: andy@mcgrandle.free-online.co.uk

HMS Gurkha, sunk by enemy aircraft off Norway, April 9, 1940. Are there any survivors, or those on board the rescue ships, Rodney, Aurora etc., who could give Graham Salt details of the sinking? Contact Graham K Salt, 6, Flamingo Court, Fareham, Hampshire PO16 8PQ.

In China Town there lived a little man, His name was Chicker-racker, Chou-Chi-Chan: Rev Peter Jacobs believes this to be the first line of a nonsense song he learnt as a RN Cadet at Chatham. Can anyone refresh his memory? Contact him at Murston Rectory, Portland Ave, Murston, Sittingbourne ME10 3QY, tel/fax: 01795 423119.

HMS Royal Albert/HMS Prince Charles: Seeking information, photographs and stories about the flagship of the Rhine Flotilla HMS Royal Albert, later renamed HMS Prince Charles, which was built as Goering's private yacht Carin II in 1937. Contact Nick Hall, 20 Longhurst, Burgess Hill, West Sussex, RH15 0TG, tel: 01444 246953 or email: nick@fairplay.co.uk

Royal Navy in the Falklands: Simon Goodall's final year project is on the Preparedness of the RN for the Falklands Conflict. He requires information on training, discipline, role of the intelligence service and the relationship between the Navy and the Press. If you can help, contact Simon at 12, North Rd East, Plymouth, Devon, PL4 6AS.

Lost Photo: Looking for a large photograph (wall-hanging size) of a Naval officer, John Wyness, in uniform with his four children, taken about 1915. It was last seen at his home in Gillingham in Kent about 1952. His granddaughter would like to find it. Contact Mrs J. Steggall, 84, Coventry Road,

Aylesbury, Bucks HP19 3ND.

River Plate: E. Stevens is trying to find a tape or record of *The Battle of the River Plate*. It mentions Captain Lansford of the Graf Spee and our ships, the Exeter, Ajax and Achilles. It was sung to the tune of *South of the Border, down Mexico Way*. If you can help, he will reimburse all expenses. Contact E. Stevens, 3, Tennyson Street, Grimsby, Lincs. DN31 1RS.

HMS St Barbara (also known as Bognor Regis Pier): Does anyone have any knowledge of HMS St Barbara or the Naval School of Photography nearby? This was not the RN School of Air Photography, later based at Ford. Contact M. J. Bone, Flat 3, Seaward Court, West Street, Bognor Regis, West Sussex PO21 1XJ.

HMS Caprice: Alan Knapton is writing the history of this ship and needs photographs of your commissions and good runs ashore, Banyans, end of commission books. He has plenty from 1944-46, 1959-60 1962-63 but none from other commissions. (Only the names of the Guilty will be changed). Feel free to write what you will to Alan at 33, Cunard Mews, Springbok Farm Estate, Alford, Cranleigh, Surrey GU6 8JG, tel: 01403 753125.

Book search: Jonny in 1942, Ralph Bradbury remembers a book (but not the name) on sale in the NAAFI; the author's name was something like Geraldus. It was written in what was known at that time as 'Matelot', extremely funny, naturally 'tongue-in-cheek' and very pertinent to the Navy. If anyone remembers or knows how or where it can be obtained, contact Ralph at 6, Caxton House, Deansgate Rd, Reading RG1 2RZ.

HMS Picotée: Corvette sunk off Iceland August, 1942. Any reader with any info please contact Jimmy Little, 14, Ebenezer Place, Norwich NR3 3DQ.

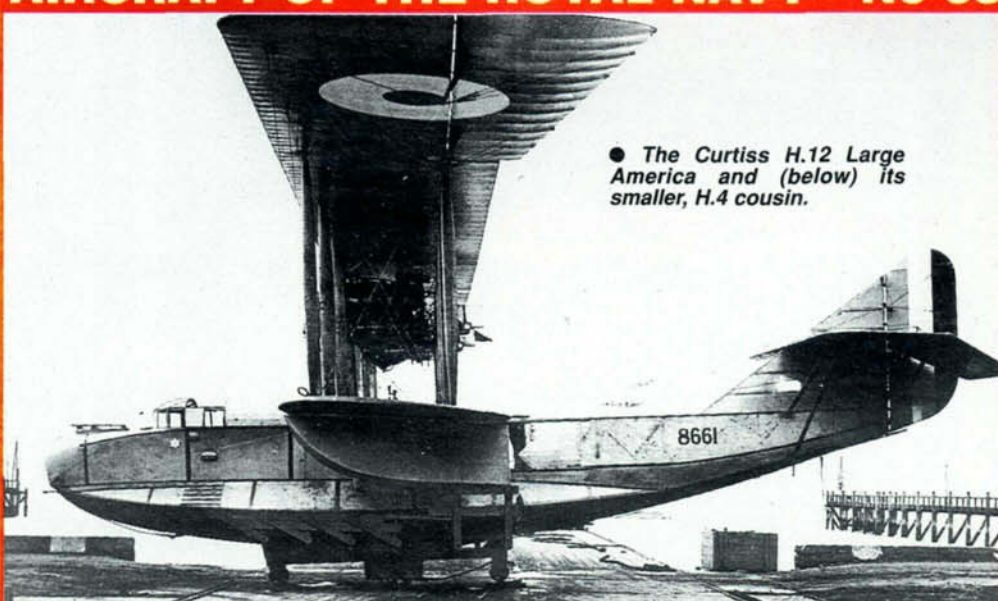
John Stamp from Dover, called up on February 10, 1942, into the Royal Navy. Gordon Bowyer was recently pleased to hear that John survived the war, being discharged on June 6, 1946. If anyone knows of John's whereabouts, Gordon would like to hear from them. Contact Gordon at 8, Hassall Reach, Thangington, Canterbury, Kent CT1 3XX.

Frank Norman Trew, discharged from the Navy May 15, 1946. Valerie Westlake's family befriended Frank, a telegraphist, during the war and speak of him many times, wondering if he managed to survive. They would love to hear from him. Contact Valerie at 256, Dyke Road, Brighton, East Sussex BN1 5AE.

Gibraltar 1978-80

Gibraltar reunion 2000 - a formal dinner on board HMS Warrior in Portsmouth for those senior rates in Gib between 1978 and 1980 inclusive. Please contact Barry Cockings on 01329 835196 for details as soon as possible.

AIRCRAFT OF THE ROYAL NAVY No 38



● The Curtiss H.12 Large America and (below) its smaller, H.4 cousin.

Curtiss Large & Small America

BLESSED with two of the least imaginative names in the history of aviation, the Curtiss H.4 Small America and its later stablemate, the H.12 Large America, were important additions to the Navy's flying-boat strength.

The H.4 first flew in 1912 and, despite deficiencies including poor seaworthiness, over 60 were acquired for the RN. Experiments with various hulls in an attempt to make improvements were used to good effect in the development of later Curtiss aircraft and the Felixstowe flying boats.

Derived from the H.4, the larger and more powerful H.12 was an outstanding success both as an anti-Zeppelin aircraft and as a U-

boat hunter. Over 70 were used by the RNAS, and they downed two airships - L.22 and L.43 and sank four submarines.

H.4s and H.12s were still in service in 1918. Both had a crew of four, but whereas the H.4 was powered by various types of twin engines ranging from 90 to 150hp each, the H.12 had Rolls-Royce Eagle engines of 275hp, and later of 345 or 375hp.

Maximum speed of the H.12 was 85mph at 2,000ft, service ceiling was 10,800ft and endurance was six hours. It had up to four Lewis guns on flexible mountings and could carry up to 460lb of bombs below the wings.

The H.4 had flexible-mounted machine-guns in the bows and could carry light bombs under the wings.



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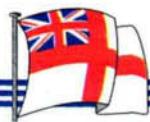
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Please send me details and a membership application form:



Surviving yachts race for home

ONLY TWO Service yachts are contesting the last leg of their round-the-world race, with the RAF looking favourites to take the title.

Army boat Broadsword won the penultimate leg, but was forced out with technical problems, and limped into the Azores.

That almost certainly consigns Broadsword to third place, while the RAF yacht Racer and RN's Adventure battle it out in stormy weather towards the finishing line off Gosport, from where the three Nicholson 55s sailed on the first leg in November last year.

The leg from Rio to St Maarten in the Caribbean was affected by the presence of a hurricane, so Broadsword and Adventure put into Antigua and the RAF sought sanctuary in St Lucia.

All three boats stood up to the storm well, but a series of problems has now scuppered the Army.

At stake are three prizes. Most important is the Transglobe Round the World Race Trophy, which will be taken by the winning Armed Service.

The PAX Trophy will be given to the fastest boat, that which achieved the best noon-to-noon run during the race.

And the most deserving crew will be the recipients of the Seamanship Award from Travel Counsellors.

It is planned that a prize-giving will be held in January at Greenwich, attended by the Princess Royal in her capacity as patron of the exercise.

The Transglobe race was devised as an adventurous training exercise, offering individuals – many of the crew were novices – the chance for personal development, while allowing commanding officers to develop group work.

To keep personal costs low, commercial sponsorship was organised with PAX (AIG Europe) Personal Accident Insurance and Lexmark.

Other support was donated by the Services charities, adventure training authorities, the RN Sailing Association, ASA and the Joint Service Adventurous Sail Training Association.

Sport



Brummies return undefeated

FOOTBALLERS on board HMS Birmingham made sure the destroyer's final deployment was a memorable one on the pitch.

The squad turned the ship's six-month programme into an international tour – and emerged undefeated, winning six out of their eight matches.

In the process they scored 36 goals, conceding only ten.

The squad also entered three seven-a-side tournaments, Muscat, Gulfex and Dubai – and won all three into the bargain.

The triumphal procession began in Malta with a comfortable 6-1 win against Masra FC, and continued when the Brummies gave the Americans of Souda Bay in Crete a footballing lesson, crushing them 9-0.

The first tough match was against

Spartak in the Gulf, a team of Russian workers, which the sailors took 4-3, then a team of ex-pats, Creek FC, more used to the hot sun, earned a draw.

Wins against Bahrain FC (3-1), Abu Dhabi Strollers (7-0) and Israeli Naval Base Eilat (penalties), plus a 2-2 draw against the Al-Jubayl ex-pats completed the tour.

Paddy Taylor (13) just pipped Paul Ellerton (12) as total top scorer.



● Lt Cdr Henry Millington.

Stalwart leaves for coaching position

A ROYAL Navy football stalwart has left the service – and players in Sussex are set to be the winners.

Lt Cdr Henry Millington leaves after a 35-year career, 30 of those involved in Navy football.

After winning a Navy Cup-winners medal for HMS Lochinvar in 1968, Henry went on to represent all of his ships and establishments, Portsmouth Command, the Royal Navy, the Combined Services, and is the longest-serving player for Portsmouth RN.

Qualifying as an Advanced Licence FA Coach in 1985, Henry had coaching and management success with Portsmouth Command, Portsmouth RN and the RN senior team.

He was chairman of Navy Youth for two years before putting together the RN women's team, and he coached the first-ever Combined Services Women's team.

As Director of Coaching, Henry has qualified and provided coaching opportunities for hundreds of RN coaches, and is recognised for his efforts by the FA, for whom he is a Coach Educator and Tutor Assessor for all FA coaching courses.

Henry leaves the Service to take up the post of Director of Coaching and Development for Sussex County FA.

The Royal Navy FA thanks Lt Cdr Millington for his massive contribution to Navy football, and wishes him well for the future.

Late goals reward Navy persistence

NAVY footballers recorded their fifth consecutive victory, and their eighth in the last decade, in their annual fixture against Cambridge University at a breezy Burnaby Road.

Although the Cambridge side came into the game on the back of two impressive victories, it was the home side which took the honours in a match they dominated.

The omens for the visitors were not good when Ian Smith broke through the middle in the sixth minute, but the Cambridge keeper deflected his shot on to a post, and Bob Evans' effort from the rebound was cleared off the line.

But with the Cambridge side in some disarray, the Navy went ahead after a quarter of an hour when, from their fifth corner, Ian Smith netted from close range.

Then a rare Cambridge attack broke down, and the ball was moved swiftly to Evans, who stretched the Cambridge defence before lighting a cross to

Thwaites, who scored close in.

With stiffer challenges ahead, the Navy made seven changes at the break, and it was substitute Valentine Brannigan who added the third after 55 minutes, drilling home from the edge of the box.

The Light Blues scored in the 69th minute when their centre forward put away a diving header from the edge of the box.

Shortly afterwards Cambridge rattled the post with a fierce shot, but the Navy reasserted their superiority with Richie Page reinstating their three-goal cushion and Richie Hope completing the rout eight minutes from time.

It was then on to the battle of the Dark Blues as the Navy took on the other Oxbridge side, Oxford University, at Iffley Road, writes Lt Cdr Jim Danks.

A much-changed Navy side found Oxford much sterner opposition, and were fortunate to bag a 1-0 win with a late strike.

Oxford twice went close in the first half, while Cpl Lee Pepperall (CTCRM) and OM Norman Thompson (HMS Illustrious) had the best chances for the Navy.

The students spurned several chances at the start of the second half.

The Navy grabbed the decisive goal slightly against the run of play; Wilson produced an excellent run from his own half, avoiding three tackles before crossing the ball which

the keeper failed to gather, and CPO Bob Evans (HMS Drake CFM) accepted the chance.

Another late goal saved the day against the English Fire Service.

NA Simon Winnan (HMS Seahawk) was soon in action in the Navy goal, saving twice, and it was 35 minutes before the Navy put in a serious effort, PO Nigel Thwaites (HMS Seahawk) blasting just over.

As half-time approached Thwaites forced a fine save from the firemen's keeper.

But the Fire Service turned up

the heat after an hour, shooting wide of an open goal, heading narrowly past the post and forcing a good save from Winnan.

With nine minutes remaining the Fire Service struck, when a corner by Bilton was firmly headed past Winnan by Renee Street.

This stung the Navy into action, and with four minutes left they equalised, when Thwaites swung in a corner, CPOPT Ian Smith (HMS Seahawk) and Foster saw their headers cleared, but Bob Evans was in the right place to net.



● Ball boys: LPT Steve Clarke and Roger Black at the match between HMS Endurance and the international athlete's Select XI at HMS Temeraire. The match, with proceeds going to charity, was won 4-1 by Endurance.

Five in a row for champion

IN THE largest entry for some years, 26 players battled it out for the main prize in the RN squash championships.

There were some surprises in the quarter-finals, where Lt Ben Lewis (Yeovilton) overcame seeded player CPOPT Ian Binks (HMS Dryad) and veteran Lt Frank McKeown (Fort Blockhouse), in his last season playing Navy squash, had to battle hard to beat Under-25 player Tony Draper (Yeovilton).

LWTR Jason Youdale (HMS Neptune) and PO Diver Andy Owen (JSDS) completed the semi-final line-up, with favourite Youdale and McKeown making the final.

And for the fifth year, Youdale powered to victory by a 3-0 margin.

Of those defeated in the open quarter-finals, S/Lt Julian Crew (Yeovilton) went on to win the classic plate, adding it to his Under-25s title.

There were eight entries in

the vintage draw for the Over-50s, in which the RN Squash Rackets Association president Admiral Sir Michael Boyce came off second-best in an interesting final tussle with Tim Webb.

In the women's event, played in conjunction with the men's championships for the first time, LOM Hazel Chalmers (HMS Sheffield) overcame Lt Cdr Carolyn Crumplin (HMS Dryad) in the final.

The well-supported doubles events saw Youdale and CCWEA Dave Stickland (HMS Vigilant) reach the final, where they lost to Crew and Sgt Garry Pearcey (Birmingham Careers Office).

The Challenge Trophy, which was being played for the second year at the same time as the championships, had a strong entry of 16, and the final produced an all-Fleet Air Arm affair, with LAEM Dave Armstrong (RNAS Culdrose) defeating Draper.



● Champion: LWTR Jason Youdale.

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For only £10.50 (£12.50 surface mail outside the UK) you can buy a **twelve month** subscription to Navy News 'Ship of the Month'. This will deliver to your door a black and white postcard-sized photograph every month. The featured Ship for December is HMS Orwell, a Navigation Training Ship.

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Sailing register planned

A REGISTER of RYA yacht-masters, instructors and examiners is being set up to enable Service sail training organisers to track them down.

The register is being set up by Lt Cdr George Goodings at Rosyth (tel. 01436 674321, ext 64573) and depends on individuals contacting him so that their names can be added.

The information will be supplied to Service personnel only and on the written request of the organiser of a sailing expedition or sail training using Service yachts.

Detailed information is contained in Joint Service Defence Council Instruction JS 126.

Heron – kings of the hoops

HMS HERON took the Royal Navy's inter-unit basketball title, beating HMS Neptune 50-44 in the final.

The event, at RN air station Culdrose, also featured HM ships Seahawk, Dryad and Raleigh.

A Grade 3 Referees course and a table officiating course will be run over the weekend January 8-9 at HMS Temeraire in Portsmouth. To apply for either course, contact Lt Cdr Steve Fuller at HMS Temeraire, Burnaby Road, Portsmouth PO1 2HB, tel 023 9272 3741 or (mil) 9380 23741.

Marathon squad hit the headlines



Navy runners take honours in America

ROYAL Navy athletes took the honours in the US Marine Corps Washington Marathon – and made the front page of the papers into the bargain.

Not only did the Royal Navy/Royal Marines marathon team beat the USMC in both men's and ladies' events, but for the first time in the 21 years of competition for the Challenge Cup, the overall race winner wore a RN vest.

And, as Cpl Mark Croasdale RM crossed the finishing line, it was fitting that the president of RN athletics, Admiral Peter Franklyn, was holding the tape.

Nine members of the Senior Service – six men, three women –

● **Battlers: the RN marathon squad which took the plaudits at the annual USMC race.**

lined up for the 21st battle for the Victory Challenge Cup in a race that attracted more than 20,000 entrants, including civilians and Service personnel from more than 30 countries.

It is America's 5th largest marathon.

By the ten-mile mark, at the White House, Mark Croasdale and two others were clear of the field, and WO Steve Payne (42Cdo) was back in tenth place.

Slightly further back was a pack containing Washington veteran Lt Ginge Gough (DNPTS), Cpl Mark Goodridge (HORM) and CRS Taff John (HMS Collingwood), and tailing them was international biathlete Mne Brian Cole.

Croasdale gradually pushed the pace from about 19 miles, dropping his rivals which included US Olympic runner Mark Coogan.

And he stormed home in two hours, 23 minutes and 37 seconds, a minute clear of the field.

Payne took ninth spot (second veteran), Gough 10th (3rd veteran) and Goodridge 11th, while Cole achieved 16th and John 22nd.

In the ladies race, PO Lindsay Gannon (Northwood) broke the three-hour mark for the first time and was sixth lady overall, while Lt Cdr Aji Buchanan (JACIG)(26th) and PO Jeanette Beaton (Gibraltar) (110th) won the Ladies Challenge Cup.

The RN defeated all the teams in the US Inter-Service competition – and made the front page of the Washington Post and the sports section under the headline 'All Hail a Fleet Brit in the Marine Corps Marathon'.

● **Winner: Admiral Franklyn holds the tape for Cpl Mark Croasdale as he crosses the finishing line.**

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RN holds key posts in Scottish rugby league

RUGBY League north of the border is proving fertile ground for Navy players and administrators.

The game in Scotland will soon be boosted in profile by the appointment of Cdr Nick Stenhouse to the position of Chairman of the RN Rugby League Association, taking over from current chairman Lt Cdr Vic Muscroft, who is retiring from the service.

Cdr Stenhouse, who recently took up his appointment at HMS Caledonia as FOSF(R), is keen to see the game spread to all units in the RN and RM, increasing the Senior Service's strength in depth.

He has a family link to the game – his father-in-law, Harry Street, was a Challenge Cup winner with Leeds in the 1950s and a Great Britain international who went on to coach at Castleford, Bradford Northern and Huddersfield.

Meanwhile, HMS Caledonia's XIII, the Caledonia Crusaders, under the management of LPT Chris Barrow, have completed their second season of rugby, playing fixtures against the Tayside Chiefs (Tayside Police), HMS

Neptune, Edinburgh Prison Service and Lothian Fire Brigade.

Across on the West Coast, HMS Neptune, managed by LPT Alan Nesler, only played two fixtures this summer.

However, some of Neptune's converts joined the local Rhu Raiders and played in the Scottish Rugby League Conference under coaching team POs Tony Newell and Perry Mason.

● **Back on the administrative side, four Navy men hold key positions within Scotland Rugby League, the nation's governing body.**

PO Clive Mason has recently been re-elected chairman of Scotland Rugby League, working to develop the game in Scotland.

He intends to introduce a mid-week league next season for Service teams and other Government agencies, to run in parallel with the Conference.

Service players will be encouraged to join their local civilian team, and players who qualify through international rules could be selected to represent Scotland,

as is the case for four Navy players.

Fellow petty officer and HMNB Clyde colleague Tony Newell is currently chairman and head coach of the Rhu Raiders.

Tony played for the Scottish amateur side against Ireland last year as well as acting as assistant coach for the match against Wales later in the season.

SA Jason Tidd of HMS Sovereign is treasurer at Rhu Raiders and a prop of note. Although a novice at the game, he hopes to further his knowledge by attending the refereeing course held at HMS Collingwood.

Footballer Steve McCulloch only started playing Rugby League last year, and has recently taken over as chief executive at Glasgow Bulls from ex-RN diver George Mossop. Steve also runs the Clyde Naval Base football team.

If you are serving in Northern England, Northern Ireland or Scotland and would like more information about playing Rugby League in the Royal Navy or Scotland, contact POPT Wayne Okell on 93825 2233 or PO Perry Mason on 93231 4372 respectively.

RN judo trio gain rankings

THREE Navy judo players took honours at the North of England championships – and gained their first set of national ranking points, writes RN senior coach Vic Parsons.

In the heavyweight division LOM Bill Mackinnon-Winters (HMS Vanguard) won silver and LWEA Bill Brown (HMS Collingwood) won bronze, with CPO Ian Clark from HMS Sultan narrowly missing out on a bronze medal in the middleweight class.

Although the British number one players were resting from this tournament after the recent world championships, contests were hard-fought, with all players having to go up against British internationalists to get their placings.

Players received 50, 45 and 35 points respectively, which now gets them on to the British Judo Association ranking list and under the eye of the national coaches.

The next event is the Western Area championships at Bristol, taking place as Navy News went to press, which should see more of the Navy's players in action.

Raleigh defeat local rivals

A HOCKEY match between local rivals HMS Raleigh and HMS Cambridge was memorable for one of the Raleigh team.

Played at Raleigh, the home team went ahead after only five minutes through WTR Bethwaite, and by the 20-minute mark the lead had been stretched to three with further strikes from PO Davey and Lt Cdr Ward.

But it was LPT Nesbitt who stole the show in the RN Hockey Association Navy Cup match.

Nesbitt stepped out of retirement to play in the match, and rounded off the scoring after 27 minutes. He also hit the post.

Services pipped by GB U23s

THE COMBINED Services Rugby League team lost by a single point to the GB Under 23 team – but proved they can mix it with the best.

Heralded by torrential rain, this first match between the two sides was always going to be a lively affair.

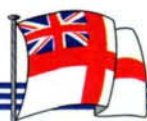
The Services side, featuring two Navy players, were eager to prove themselves at this level.

In the early stages the teams cancelled each other out, both sides narrowly failing to score, but it was the Services who drew first blood with a penalty.

By half-time the Services had rattled up ten points, with two more penalties and an unconverted try.

The England youngsters took the game to the Services early in the second half, and had soon overtaken their opponents with two tries – one converted – two penalties and a drop goal putting them 17-10 ahead.

With five minutes remaining the Services regrouped and crossed for a converted try, but they ended the match losing 17-16.



Culdrose succeed in rugby contest

THE RUGBY team from RN air station Culdrose has won the Fleet Air Arm equivalent of the rugby County Championships.

The team, a mix of Fleet Air Arm personnel drawn from Culdrose-based squadrons and departments, was presented with the Bambara Trophy after comprehensively beating stiff competition from HMS Heron and a combined HMS Gannet/HMS Sultan side under the name of The Exiles.

Culdrose team captain AEM Taff Greening said: "The Culdrose team was considered by some to be the underdogs.

"But we were able to take advantage of playing on our home ground and beat both of the other teams with very respectable scorelines."

Culdrose beat Heron 26-14, and The Exiles by 28-6.

The establishment's rugby officer, Lt Shaw, was encouraged by the performance of the team, and intends to build on the success by beating a team from CTCRM in the first round of the Navy Cup.

Thirds are the tops

DEVONPORT Services rugby union club boasts strength in depth – as demonstrated by the third XV who, under CPOPT Nigel Stockdale, have won all five of their matches.

Nigel, who manages the side with help from CPOPT Russ Williams, has been trawling the naval base for players, and sees the side as a good introduction to club rugby and gives first team selectors the chance to look at promising players drafted to Devonport.

Nigel can be contacted on 555375 or at the Wyvern Centre.

Training is on Mondays and Thursdays at 1830.

RNRU First XV fixtures:

Dec 15: Hampshire (Portsmouth)
Jan 11: Somerset (Weston or Bridgwater)
Jan 19: Dorchester (Yeovilton)
Jan 26: Gloucestershire (Lydney)

Feb 2: Exeter (Exeter)
Feb 9: Yeovil (Yeovilton)
Feb 16: Cornwall (St Austell)
Feb 23: Cambridge University (Cambridge)

Mar 1: Weston (Yeovilton)
Mar 7: Richmond (Richmond)
Mar 15: Rugby (Rugby)
Mar 22: Blackheath (Blackheath)
Mar 29: Poulton (Yeovilton)

Apr 5: Coventry (Coventry)
Apr 15: RAF (tbc)
Apr 26: Aberavon (tbc)(Aberavon)

May 6: Army (Twickenham)

Under XXIs Fixtures:

Dec 4: RAF (Halton)
Dec 11: Army (Portsmouth)

Under 20s:

Feb 13: Cornwall (Devonport)
Feb 27: Devon (Ivybridge)
Mar 19: Gloucestershire (Portsmouth)
Mar 26: Somerset (Away)

The RN rugby union web-site address is:
navyrugbyunion.co.uk



RN drivers sprint to win

ROYAL Navy go-karters raced to success in the Joint Command Grand Prix Challenge, despite a lack of practice.

In the main races at the Daytona Raceway, the 15-strong Navy team managed 5th place, and their fastest drivers won the sprint final.

Around 150 people, from the Services, the Civil Service and the private sector, took part, and the RN team was drawn from JSU Northwood, HMS Collingwood, HMS Dryad and HQRM, including three Royal Marines, all Majors.

It is hoped the event will raise more than £13,000 for the Royal Star and Garter home for Disabled Service-

men and Women.

The Navy team alone raised more than £3,000, with Lt J. Welsh RNR (Northwood PPP Project) and POWTR M. Lambert (JSU Northwood Cash Office) attracting considerable support from sponsors such as BMW, Team Lotus and Stewart Grand Prix, with the latter donating a raffle prize of a visit to their HQ in Milton Keynes.

The Grand Prix Challenge is continuing to expand, and planning for the 2000 event is already under way.

RN team captain Maj Tony Maher RM, Base Security Officer at Northwood, said Navy drivers and fund-raisers will be required.

Boxing is a hit

MORE THAN 600 people booked seats more than a month ago to witness the joint Plymouth and Air Command boxing championships at the Wyvern Centre in HMS Drake, writes S/Lt Simon Paget.

The bill featured more than 40 fighters, and the raise in popularity is attributable to a vast improvement in the coaching support.

The light-welterweight title went to OM Thompson (HMS Campbeltown) on a walkover, so the first bout of the night was a special middleweight contest, in which OM Cameron (HMS Campbeltown) started well but was gradually overhauled by AEM Myers (HMS Seahawk), who won a unanimous points decision.

OM Coffey (HMS Campbeltown) took the special light heavyweight title on a unanimous decision, while OM Nettleship (HMS Raleigh) forced his bantamweight opponent to take three standing counts before taking the bout on points.

In another evenly-matched contest, OM Connell (HMS Sheffield) won a majority decision over OM McColl of HMS Cornwall in the lightweight division, and a similar

decision went the way of welterweight OM Egan (HMS Raleigh).

The special middleweight crown was taken by POWEA Sweetland (HMS Lancaster), who forced his opponent to retire.

Moving up the weights, OM Coull (HMS Cambridge), an effective counter-puncher, took the light middleweight title, and OM Making (HMS Sheffield) proved good enough for a unanimous points win in the middleweights.

Another whirlwind and at times uncontrollable start by the light heavyweight boxers proved a real crowd-pleaser, and LOM Bishop (HMS Sheffield) eventually came out on top.

The cruiserweight bout was stopped after two rounds in favour of MEM Mahoney (HMS Cornwall), and the heavyweight contest also failed to go the distance, with SA Bolton (HMS Sheffield) unable to go past the first round and the tie awarded to LS Astley (HMS Cambridge).

The final fight of the night was again decided on points, with OM Jeffrey (HMS Cambridge) taking the super heavyweight title on a unanimous vote.

The best boxer award went to cruiserweight MEM Mahoney,

while the best ship was HMS Sheffield.

The best establishment award was picked up by HMS Raleigh.

PT staff at the Wyvern Centre were also pleased to make a donation from the night's takings, and a cheque for £1,000 was given to the Guide Dogs for the Blind Association.

Counties side is too strong for RN

A ROYAL Navy boxing team was on the wrong end of a 4-2 result against a Western Counties Select side at the Grand Hotel in Bristol, writes S/Lt Simon Paget.

The Navy set off on the wrong foot when MEM Kavanagh (HMS Cornwall) lost on points, but the score was levelled by MEM Carren (HMS Manchester).

The Western Counties edged back ahead when Mne Alderson (45 Cdo) was knocked out, but

again the Navy drew level when

Mne Landamore (HMS Endurance) stopped his opponent. But it was the counties side which prevailed in the final two bouts.

CPOMEA Breeds (CFM Portsmouth) lost by a majority points decision, while in the final contest MEM Leary (HMS Invincible) was continually drawn into a scrap and he succumbed to the punishment in the final round.

Fighters take on Army men

FIVE Navy boxers were included in a Service Select side which took on the Royal Logistics Corps in a charity show at Aldershot.

The first of the eight bouts featured OM Davies against PTE Paisley, and the Navy man won a majority decision in what was judged the best bout of the night.

Mne O'Connell also took a majority decision over four rounds of a hard-punching bout against PTE Frost, but MEM Coleman was unlucky to lose his bout by the same margin against L/Cpl Owen.

Mne Landamore came up against the experienced PTE Edwards in a contest which was stopped in the first round by RN Coach C/Sgt Fulthorpe.

LPT Murray, in his third bout, was matched against the hard-hitting and experienced L/Cpl Ferguson, and the fight was stopped early in the second round.

The best boxer of the show award, decided by Duke MacKenzie, went to OM Davies.

Two out of seven Naval hopefuls were selected for the Combined Services Novices boxing team

which will compete in the national novice championship – and there may be a third.

Mne Isherwood and MEM Wingate could be joined by Mne Watson, who must box off against an Army candidate to conclude the selection process.

RN boxers have a date at the Palace to prepare themselves for the Combined Services individual championships.

A week-long training camp has been arranged at the National Sports Centre at Crystal Palace for next month, with coaching from England coach Ian Irwin and RN coach C/Sgt Steve Fulthorpe.

The camp, an initiative by RN coaching administrator Steve Penberthy, should be attended by around 20 fighters – and RN boxing officials have expressed their gratitude that commanding officers of ships and establishments have released the men.

Further details on the Combined Services championships are available from the PT Office, HMS Nelson, tel PNB ext 24151 or 24484.

MERRY CHRISTMAS FROM THE RNRM SPORTS LOTTERY

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BIGGER PRIZES

52 WEEKS OF THE YEAR...

THERE'S NEVER BEEN SUCH A GOOD TIME TO BECOME A MEMBER – STILL ONLY 75P PER TICKET

Argentine exercise deemed a success

THE FIRST bilateral exercise between British and Argentine naval forces since the Falklands War has been hailed as "extremely valuable" by the First Sea Lord, Admiral Sir Michael Boyce.

At the end of the four-day search and rescue exercise last month – involving HMS Somerset – Admiral Boyce said it showed that the Armed Forces of both countries could work together on a project that was of practical and mutual benefit.

"It has been a good rehearsal for dealing with search and rescue incidents in the South Atlantic and useful lessons have been learned," he said. "We look forward to exploring other opportunities for defence co-operation and to building on the increased friendship between our two armed forces."

His views were reinforced by the C-in-C of the Argentine Navy, Admiral Carlos Alberto Marron, who was visiting Britain during the exercise.

He said: "I am strongly convinced that our navies will continue to lead the way to co-operation, displaying new concrete and fruitful exchanges in all possible areas of our common activities."

The exercise was run from the Cape Horn naval base of Ushuaia, and involved RAF aircraft.

NATO ships visit

PLYMOUTH played host to 1,600 visitors when warships from seven countries working with Flag Officer Sea Training paid a four-day call.

NATO's Standing Naval Force Atlantic, established in 1968 as the world's first peacetime multinational naval force ready to respond quickly to a crisis, comprises warships drawn mainly from NATO countries with Atlantic coasts.

Two British ships currently feature in the force – Type 22 frigate HMS Coventry and tanker RFA Bayleaf.

Legal moves

NEW legislation is to give fresh legal rights to military personnel charged with offences – moves to bring the current system into line with human rights laws.

The Armed Forces Discipline Bill introduces independent judicial officers, who will decide whether suspects and defendants are kept in custody before trial, and a new court will hear appeals from members of the Services who have been punished by their Commanding Officers.

Minister visits

LEADER of the House of Commons, Margaret Beckett, has toured Type 23 frigate HMS Sutherland in Devonport.

As Minister responsible for the Government's Y2K programme to counteract the Millennium Bug, she was finding out how the Navy has fared in beating the problem.

Launch date

HMS RAMSEY, the latest Sandown-class minehunter and the fifth of the Batch 2s to be built by Vosper Thornycroft, was set to be launched at Woolston in Southampton as *Navy News* went to press.



RN frigate foils drugs runner

A ROYAL Navy frigate on anti-drugs patrols in the Caribbean has intercepted a ship smuggling cocaine worth £135 million.

HMS Northumberland, under the command of Cdr Mike Pearey, made the seizure in a joint operation with the US Coast Guard north of Venezuela after tracking the Panamanian-registered freighter Adriatik for seven hours.

A US law enforcement detachment, helped by RN

sailors, found more than two tonnes of cocaine hidden deep beneath the ship's cargo of 800 tonnes of sugar cane.

The ship was arrested and escorted to the US Virgin Islands for further searches.

John Spellar, Minister for the Armed Forces, said: "I congratulate the ship's company on their recent success."

"Their highly professional and excellent work, in very difficult conditions, to find these well-concealed drugs is a clear sign of our resolution to stem the flow of illegal drugs."

The Type 23 frigate's success is the second major drugs bust by

the Navy in the region this year.

Her predecessor in the Caribbean, sister-ship HMS Marlborough, intercepted nine tonnes of cocaine with a street value of more than £1 billion after boarding two merchant ships in the same week.

■ As another hurricane threatened the region, RFA Gold Rover, part of the Atlantic Patrol Group, picked up three men from their sinking yacht, Pandora, in the Caribbean.

The tanker also stood by and refuelled an American helicopter which lifted the crew of another sinking yacht to safety off the island of St Croix.



● Close eye: HMS Northumberland escorts the Adriatik in the Caribbean.

Services honour the fallen

DEFENCE Secretary Geoff Hoon recalled a meeting with First World War veterans as he paid his respects to those who fought and died in defence of the country.

Mr Hoon said: "Earlier this week I had the great privilege of meeting some of the soldiers who fought in the First World War."

"Many are now over 100 years old. They have lived through a remarkable century."

"Yet, many of their colleagues were not so lucky. We must never forget those who fought and died on foreign fields for our benefit. For the freedom we enjoy today."

The main Service of Remembrance at the Cenotaph in Whitehall was attended by three senior Naval royals (right) – the Prince of Wales, the Princess Royal and the Duke of York.

Naval establishments and ships around the world also held services of remembrance.

■ Veteran pilot's honour – page 17

Digitally Enhanced Picture



I missed you ...

KATIE'S smile said it all as she met her father off HMS Glasgow. The ten-year-old had not see PO Ian Lusmore for eight months while his ship had been on one of the longest unsupported deployments away from the UK in many years.

The destroyer had an eventful trip. Her Lynx and Royal Marines were first to the crash scene of an Australian F-111 aircraft off Malaysia, and she was twice struck by lightning in Singapore. Towards the end of her planned deployment, the crisis in East Timor flared, and Glasgow was at the heart of the maritime element of INTERFET, the Australian-led international naval force.

She has covered more than 55,000 miles since she left Portsmouth on March 1.

Picture: LA(PHOT) Paul Smith.

Extreme weather led to Scott's death

CAPTAIN Scott's death in Antarctica was caused by weather which was extreme even for the frozen continent.

Data collected from automatic weather stations placed on the Ross Ice Shelf by scientists Susan Solomon and Charles Sterns has shown that the minus 30C temperatures Scott and his team experienced were far lower than normal.

Their findings also vindicate Scott's meteorologist Simpson

whose claim that the "low temperature, so entirely unexpected, was one of the chief causes of the tragedy" has often been disputed by historians.

Dr Tom Lachlan-Cope of the British Antarctic Survey told *Navy News*: "This new report has shown that the weather was indeed much colder than normal when Scott was returning over the Ross Ice Shelf and this must have played a part in his death."

Millennium plans

■ From front page on the campuses of Southampton Institute and the city's university.

Basketball courts at HMS Nelson in Portsmouth will be used, and Service officials will assist with competitions in athletics, hockey, rugby, soccer, basketball, netball, tennis and swimming.

There will also be a marked Service role in three related 'Festival Zones' – for sport, carnival activities and 'techno' interests.

And all RN training establishments will be taking part in a National Skills Festival, a competition which will be held throughout the year at a regional level. The events, in which the RN and RM will demonstrate the best of their training in a range of hi-tech and traditional skills, will culminate in July at the NEC Birmingham.

That same month the Naval Service will be taking a prominent part in the first of a new form of tattoo intended to replace the Royal Tournament. The Royal Military Tattoo 2000 will be held on Horse Guards

Parade on July 10-15.

After the New Year celebrations, first of the planned events will be a major international conference on *Seapower at the Millennium*, the first day of which will be attended by the Princess Royal.

The three-day event at Portsmouth on January 12-14 will be introduced by the First Sea Lord, Admiral Sir Michael Boyce, with the keynote address being given by Deputy Prime Minister John Prescott.

Other speakers will include Rear Admiral Jonathon Band, Assistant Chief of the Naval Staff, on *Strategic Interests*, and broadcaster and writer Libby Purves, on *Increasing Public Understanding*.

The conference is sponsored by BAe and organised jointly by the RN, Portsmouth City Council, the Society for Nautical Research, the Naval Review, Greenwich Forum and the Royal Naval Museum.

Enquiries should be addressed to The Conference Secretary, the RN Museum, HM Naval Base Portsmouth, PO1 3NH (tel. 01705 727569).

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The GANG PLANK Club

CHRISTMAS CRACKER



● THE MILLENNIUM DOME: It is made of a million square metres of fabric and could fit 18,000 double decker buses inside or 13 Albert Halls. Its designers say the roof is strong enough to support the weight of a jumbo jet! Picture: QA Photos/NMEC

Into the year 2000!

WIN A FAMILY TICKET TO LEGOLAND® WINDSOR

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- * Santa's Toy Factory
- * Christmas Miniland
- * Peter Pan's Christmas Adventure
- * Giant LEGO Christmas Trees

"Name three special attractions to be found at Legoland this Christmas"

Put your answers on a postcard and send it with your name, age and address to:

The GangPlank Club, Navy News, HMS Nelson, Queen Street, Portsmouth, Hants PO1 3HH

Closing date for competition 17th December 1999

The Editors decision is final. Employees and relatives of Navy News are ineligible.

THE YEAR 2000 will soon be here and that incredible Millennium Dome will be open for all to see.

The Gang Plank Club can't wait to see it and they've been finding out some amazing facts about it:

- The Dome has the largest roof in the world. It is a massive 100,000 square metres, wow!
- Inside, there is enough room for 18,000 double-decker buses, two Wembley Stadiums or 13 Albert Halls!
- The masts holding the roof up lean over at an angle which is three times greater than the angle of the Leaning Tower of Pisa.
- It is the strongest fabric building in the world. They

AHOY LANDLUBBERS! Greetings from chilly Lapland. Me crew and I have made it through the ice to visit me old mate Santa Claus. 'Twas a rough journey.

We had to send Technocat to the crow's nest as yonder lookout and he fair near froze his whiskers off! Now we be helping me mate Santa to put together all the sacks of presents for you small landlubbers.

Me crew Susie is making sure all the right names are on the presents and young Jack is helping to exercise the reindeer, ready for their voyage around the world. I be hoping to get a new coat for me travels and a tin of polish for me leg!! Heave ho for happy holidays!



say that a Jumbo jet could land on its roof but we hope it doesn't!

□ If you put the Dome upside down under Niagara Falls it would take more than ten minutes to fill up!

□ The total weight of all the air in the Dome is heavier

than the Dome's structure. By the time all the children who visit it start talking it will be even heavier!

There is a million square feet of fabric in the Dome. Captain Plank says that he would love some of it as he needs a new set of sails for his ship!

CHAT PAD

WE CAN'T believe it's nearly the end of the year, and the century!

We've been having so much fun in the Gang Plank Club it seems like our last Christmas supplement was only yesterday.

Thanks for all your letters this year. We love to hear about you, your family, your schools, your pets and anything else you want to tell us.

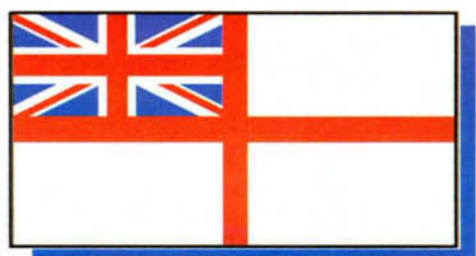
Captain Plank loves all your poems and pictures, even when they make him look chubby! If there is anything you want to tell us about in the Year 2000 then just let us know. Have a really great holiday and a Happy, Happy YEAR 2000!

Where will you be on New Year's Eve?

WHERE WILL you be on the last day of the 20th Century? Are you visiting somewhere special? Is your family throwing a big party or will you have to go to bed early?

Jack and Susie are planning to have a big party on board the ship but you mustn't tell Captain Plank as they are trying to keep it a big secret!

Why not write to Captain Plank and tell him what you will be up to as the last few seconds of 1999 tick away. The best ideas will be in our first issue in the Year 2000!



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The 'GangPlank Club' is sponsored by The Gosling Foundation



Climb aboard and explore...

www.navynews.co.uk

CHRISTMAS AC

December birthdays

GANG PLANK CLUB members with birthdays in December are:

Max Powley, Harriet Russell, Joanna Maber, Samantha Hellewell, Robert Farnilton, Adam Bicknell, Steven Gellat, Nicholas Fletcher, Nicola Burrows, Benjamin Challans, Phil Hip Alaimo, Danny Milano, Javade Higman, Laura Joiner, Kevin Pantling, Christopher Rowland, Adam Collins, David Bundy, Michael Gray, Christopher Shuttlesworth, David Boulton, Michael Boulton, Samantha Thompson, Timothy Moulders, Clare Gladney, Gemma Lucy Luke, Thomas Woods, Daniel Haines, Nigel Jackson, Mackenzie Davis, Lynsey Burford, Amir Hussain, Robin Maloney, Joseph Caswell, Oliver Dixon, Jade Fraser, Matthew Andrews, Christopher Derrick, Jack Baird, Katherine Rosentel, Sam Robinson, Ian Osborne, Darren King Lodge, Dawn Baker, Stephen Henderson, Daniel West, Robert Bashford, Alice Duke, James Anthony, Paul Harding, Richard Feist, Patrick Feist, Stephanie Gilby, Ashley McKennan, Christopher Petit, Robert Gore, Matthew Somers, Benjamin Bolton, Beth Lindsay, Justin Kemp, Phillip Burtenshaw, James Bradshaw, Dominic Mulligan, Kirsty Griffiths, Daniel Jillings, Holly West, Colin Robertson, Richard Smalley, Cathy Roberts, Holly Fleet, Robert Filbrandt, Lorence Mallet, Natasha Granados-Stuart, Sean Gower, Tanya Calder, William Broadway, Emma Tannahill, Thomas Cannon, Nicholas Garland, Jessica Evans, Lisa MacPherson, Jeremy Mackey, Kirsty Scales, Ben Common, Victoria Hughes, Samantha Tattam, Ryan Harkett, Bradley Jeffs, Emma Chaffield, Daniel Shipley, Sam Dolton, Cameron Salisbury, Sam Williams, Katherine Bell, Charles Lambert, Alice Lambert, Samantha Squib, Jeffrey Patrick, Sacha Johns, Joshua Conneely, Tracie Calcott, Oliver King, Georgia Welsh, Thomas Welsh, Maria Eastell, Ben Miller, Sean Kilby, Chonagarn Kemp, Alex Beaumont, Kirsty Houlihan, Bethany Askey, Samuel Wood, James Haswell, Stuart Thompson, Ashley Snowden, Kelly Lewis, Peter Petzing, Claire Elsworth, Daniel Hoare, Emma Hutchison, Daniel Wilson, Joseph Paddison, David Callaby, Ethan George, Natasha Evans, Lisa Lawrence, Thomas-James Underwood and S Ingham.



Top tricks to impress

Knotty problem

BE THE STAR of all the festive parties! It's great to be able to do a few tricks to impress everyone.

Here's two tricks that will really get your friends jealous at your "magic" powers.

From a cool book called **AMAZING MAGIC TRICKS** by Dave Brown and Paul Reeve:

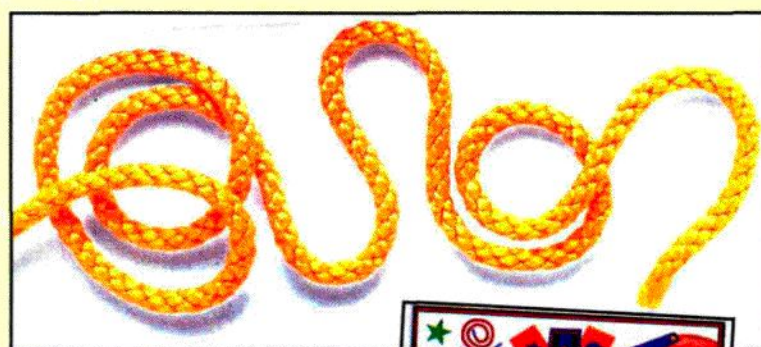
FOOLING A FRIEND

For this trick you just need a piece of rope, thin enough to be able to handle easily.

Give your friends the rope and ask them to tie a knot in the rope without letting go of both ends. Just watch them get all tied up!!

Then you step in and show them how:

1. Put the rope on a table. Fold your arms, and pick up an end of the rope in each hand.
2. Slowly unfold your arms while keeping a tight hold of the ends. Shake the loop that forms

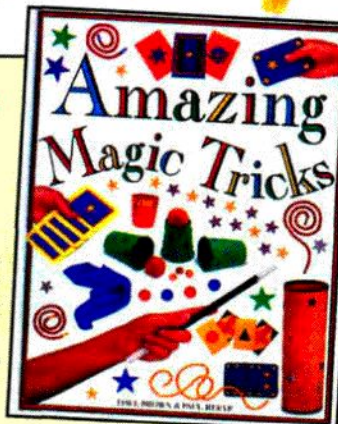


● **ROPE:** For this trick you will need about 1m of rope. Fooling a friend, and dozens of others tricks for you to try, can all be found in 'Amazing Tricks' (right) from Dorling Kindersley.

over and then off your hand.

3. When the loop has fallen off your hand, pull your arms out straight. **HEY PRESTO!** A knot will form in the middle of the rope.

Amazing Tricks is available from Dorling Kindersley Books. Price £8.99.



This trick works like magic

THIS CARD is 'Miraculous' with a magician:

SHOW ME Y

1. Take an ordinary Fan out the cards face down.

Ask a friend to take it, but not tell you

2. Close the pack your friend to point closed deck of cards to put the card back on the card face

3. When your friend off the pile of cards pointed to and ask the card back face

Poets corner

SUSIE says a big thank you to all the Gang Plank members whose brilliant poems keep up everyone's spirits on board ship.

Read on for Susie's special selection:

*There was a submarine,
I can't remember what type
But water burst in through a
hole in a pipe
The crew were wet, the
crew were soaked
But the Captain just
smirked and then joked!
The submarine lurched and
started to sink
Just like a beetroot the
Captain went pink!*
(Paul Kitching, age 10)

*Rabbits bound around all
day
But what they do they
never say!
Do they have a private life,
With food and champagne.
What a lot!
But when they hear the
farmer's gun shot,
They run to their holes hip-
pity-hop,
The steal carrots from the
farm shop,
Then eat them all, non-
stop!
But when night comes
again,
They hop back to their
warm den,
Why do they do this? We'll
never know,
They do it in warmth, wet
and snow!*

From Thomas Martin
Member No. 135.

Watch your waste



Why not make a 2000 resolution to be more careful with your waste.

After Christmas we have a huge amount of waste - cards, wrapping paper and even our Christmas trees.

Don't let it all be just chucked in the bin. If your wrapping paper isn't too ripped then smooth it out, cut off any tape and use it again.

If it's really creased get an adult to iron it! On a cool setting, of course!

You can take your Christmas cards to be recycled. Any branch of Boots will take them in January, and you'll probably find some of your local charities also take them.

Last year lots of local authorities set up schemes for recycling Christmas trees. Check out your authority before you bin that tree!

This sport is ice cool

ICE HOCKEY has become a top sport in this country and almost every region in the country has a team.

Why not find out more about your local team and support them, or better still why not learn to play yourself?

Ice Hockey is believed to have reached the UK at end of the 19th Century when Arthur Stanley, a Governor-General of Canada, returned to England and persuaded members of the Royal Family to play on a frozen pond at Buckingham Palace!

Ice Hockey was already very popular in Canada, where the colder winters meant more frozen bits of water to play on!

By 1930's there were a few clubs in Britain and an arena had been built at Wembley but the greatest achievement in British ice hockey so far came in 1936, when Great Britain beat the USA to win a Gold medal in the

Olympics. Cool stuff!

Ice Hockey was very popular until the 1950's but after that it became too expensive to keep the teams going and ice rinks began to close. People still played for fun but the big teams were no longer around. UNTIL NOW - In the 1980's lots of new ice rinks started to be built and a new British Ice Hockey league was formed.

NOW there are over 45 clubs in Great Britain with over 8,000 players enjoying the sport. All ages can play and there's even an Ice Hockey Superleague!

To get into ICE HOCKEY contact The British Ice Hockey Association, The Galleries of Justice, Shire Hall, High Pavement, The Lace Market, Nottingham, NG1 1HN Tel: 0115 915 9204 e-mail Hockey@ukhockey.freeserve.co.uk or contact the English Ice Hockey Association's web site www.eiha.co.uk



DO YOU remember in September we asked you to name the parrot that sits on Captain Plank's shoulder?

After lots of thought Captain Plank decided the best name was Fidget, suggested by Karina Knight. Well Done!!

Now we know the parrot's name you can do some Fidget spotting!! He is hidden all over this supplement and to win a goodie bag all you have to do is to count up the Fidgets and let Captain Plank know. Write in with the answer and don't forget to give your name and address!

Snuggle up w

THERE'S NOTHING nicer on a cold day than snuggling up in a chair and reading a good book. This time of year is always brilliant for new books.

Susie has been looking through the book shops here are a few suggestions:

While the Bear Sleeps - Winter Tales and Traditions retold by Caitlin Matthews, Illustrated by Judith Christine Mills. Published by Barefoot Books Price £12.99

Susie says: "Some lovely winter stories especially Baboushka and The Winter Cabin. I really liked the fact that the stories come from different lands".

My very First Book of Pirates - retold by Richard Walker, illustrated by Olwyn Whelan. Published by Barefoot Books Price £12.99

Susie says: This is a good book for younger readers although Captain Plank liked it too. There are lots of stories about pirates all over the world".

Chaucer the Cat and the Animal Pilgrims - Patricia Borlenghi and Giles Greenfield. Published by Bloomsbury Books Price £14.99.

Susie says: I love this book, it has some amazing animal stories and the pictures are superb. It's a book you can pick up and read any time.

Top tips for wrapping

The Crew all think one of the best bits of presents is the excitement of unwrapping them. Why not make your presents the best wrapped this year! Susie is brilliant at it so here's her handy hints:

Disguised presents are the most fun!! Tiny present? Put it in a big box and wrap the box. (Don't forget if it's breakable you could wrap it up in lots of old carrier bags first)

Is the present shape pretty obvious? A book or a CD? Disguise its shape - a book can be made to look very lumpy if you put a few sweets in bags and pack them round the outside!

Make a CD into a pyramid - cut out 2 pieces of cardboard the same size as the CD and attach them to the CD cover to make a pyramid shape. You can even write your Christmas message on the cardboard before you wrap it.

ACT NATURAL! You can use all sorts of natural things to decorate a present. A few holly leaves make a parcel look very Christmasy, but watch out for the prickly edges!

Pine cones are great for decorations - find some small cones, give them a clean up and then thread some coloured ribbon through the stalk before attaching them to the present. If you have time you could spray them different colours. You can get silver and gold sprays in tins, cool colours for yule! (Don't forget if you are doing anything like threading using sharp points or painting then you must have an adult there to help)

TRUE LOVE - If your present is for someone very special then you could buy a single rose to put on the parcel, your mum or gran would love you forever!

DO IT YOURSELF - Everyone will appreciate your present even more if you have

ACTIVITY DECK

ess your friends

card
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who is a real

OUR CARD

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den, of course!

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down.

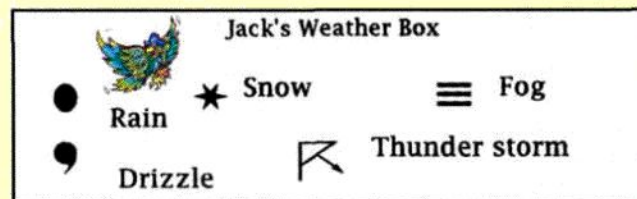


Whilst your friend is replacing the card take a quick look at the face of the card on the bottom of the pile you have just lifted. REMEMBER IT. This is the card which will tell you which card your friend picked.

4. Now turn over each card very slowly as if you are trying to concentrate on each card to see if the card will give you a clue.

As you see the card you have memorised you know it is the one before your friend's card. You could then say something like "I'm getting warm!"

Then you turn over the next card and shock, surprise you tell your friend this is the card which they picked!!



● **READING THE SIGNS:** Jack uses these recognised signs when recording what the weather has been up to.

It's snow joke – the weather is really amazing

IN BRITAIN we are all very aware of the weather. Have you noticed how everyone talks about it. That's because we have just about every kind of weather from hot sunshine to wind, drizzle, rain, hail and snow.

In the Year 2000 why not check out the weather for yourself by keeping a Weather Diary. All you need is either a page-to-a-day diary or exercise book. You need a bit of room for the observations. Mark up the diary into:

- ☐ Date
- ☐ Time
- ☐ Temperature
- ☐ Rainfall measurement
- ☐ Hours of sunshine
- ☐ Wind Strength
- ☐ General Observations

Most DIY stores sell outside thermometers and you can easily make your own rainfall measure. Just use an old drinks bottle with the top cut off. Put a ruler along the side, draw a line with a waterproof ink pen and then mark off the line in centimetres.

Hours of sunshine may need a bit of guess work, but you should get used to taking a note of the time when the sun first shines and then noting when the cloud comes or it gets dark!

Wind strength isn't easy to guess, but you can get near with a bit of practice. Look at the forecasts on the TV, they show the wind strength in numbers relating to miles per hour. You can then use this information to get to know what hap-

pens around you at particular wind speeds. You can actually buy a hand held instrument called an anemometer which records wind strength but, it's pretty expensive, about £80. You can get one from boat chandlers.

In general observations you might want to devise your own code for describing the weather or you could use the recognised signs for the weather. See Jack's Weather Box.

The best bit of keeping a diary is looking back at it next year and comparing the weather. You can also put people right when they say it's always raining - you can tell them exactly how many days it rained in a year. Clever you!

JOLLY JOKES

WHICH monkeys talk the most?
Blab-boons!

Where do fish keep their money?
In a river bank!

What do birds eat for breakfast?
Tweetabix!

* Why did the spider need to use a computer?
To get on the World Wide Web!

I was driving along the motorway and a sign said 'clean toilets ahead.'
It took me four hours to clean them!

What do you call a judge without thumbs?
Justice fingers!

Why did the pony lose its voice?
Because it was a little hoarse!

Thanks to Graham Scott, John Davison, Chloe Martin and Paul Kitchin for these jolly jokes.
Keep 'em coming Gang!

CAPTAIN PLANK and the crew always look forward to a good old sing-song as they decorate the ship's Christmas tree but nobody dares to tell poor old Planky that he can't sing for toffees!

Below are some of the Gang's favourite tunes. See if you can find the missing words from the Christmas Carols in the grid. If you get stuck, you can find the answers upside down underneath the grid. How many of the carols can you sing?

1. We Three
2. The Holly and The
3. Hark the Herald Sing
4. Rudolf The Red Nosed
5. Bells
6. Silent
7. O Little Town of
8. We Wish You a Merry
9. The Days of Christmas
10. Away in a
11. While Watched



A	N	G	E	L	S	K	T	T	U	L	B
Q	M	V	B	R	S	D	I	B	P	L	E
K	U	B	S	K	M	E	V	L	E	W	T
Q	K	S	H	M	N	Q	Y	M	K	L	H
S	I	H	F	K	J	I	N	G	L	E	L
Z	R	E	I	N	D	E	E	R	R	O	E
N	T	P	R	I	T	Q	B	M	E	O	H
Y	K	H	N	G	R	Q	M	A	R	K	E
U	R	E	M	H	E	K	I	N	G	S	M
L	E	R	U	T	D	G	B	G	Y	F	L
R	R	D	I	M	S	A	R	E	I	O	K
N	R	S	A	M	T	S	I	R	H	C	M

ANSWERS: 1. KINGS 2. IVY 3. ANGELS 4. REINDEER 5. JINGLE 6. NIGHT 7. BETHLEHEM 8. CHRISTMAS 9. TWELVE 10. MANGER 11. SHEPHERDS

With a good book

□ Bartlett and the Ice Voyage - Odo Hirsch.
Published by Bloomsbury Books Price £9.99

Susie says: I like good stories and this is certainly a good one! I found it difficult to put down!

Wild winter quiz

1. Which three British mammals hibernate in the winter?
2. Do you find penguins in the Arctic or Antarctic Oceans?
3. What is permafrost?
4. In which country is Europe's largest glacier?
5. What is the national flower of Scotland?
6. Why do roses and brambles have prickles?
7. What is a male goose called?
8. Does the Arctic Fox have larger or smaller ears than

the Red Fox?

9. What is the basic shape of all snow flakes?
10. "The Holly and the ..." is a popular carol. What is the missing word?

THE ANSWERS

1. Bat, dormouse and hedgehog. 2. Antarctic. 3. Frozen ground of the polar regions. 4. Iceland. 5. Thistle. 6. To help them climb. 7. Gander. 8. Smaller, so that less heat is lost through them! 9. Hexagonal (six sided) 10. Ivy.

pping your pressies

taken time and trouble over the wrapping. Why not make your own wrapping paper.

Top of the pops! - for friends get a poster or centre page of a music mag of their favourite group and wrap their present in it.

Quick on the draw! - create a unique paper by using either sheets of white or brown paper and drawing your own christmas scenes. Use lots of colour and make up your own christmas messages - Susie's favourite messages are "Do not open until 25 December" "No peeking!" and "Just Wrapping!"

Stuck up! - If you're not very good at drawing then get some brown paper or even colourful newspaper. Then stick some coloured tissue paper or even colourful leaves on to the paper in your very own pattern. Use thin paper glue so that it does not get too soggy.



Win a Family Ticket to

Peter Pan

At the **Wimbledon** theatre

The Broadway
London SW19 1QG

Starring!

- ★ Joe Pasquale (as Smee)
- ★ Bonnie Langford (as Peter Pan)
- ★ Leslie Grantham (as Captain Hook)

Unscramble the following character names who appear in Peter Pan and you could win a Family Ticket to see Peter Pan!

- 1) PTNIACA OKOH
- 2) RETPE APN
- 3) YEWDN

Send your answers on a postcard with your name, age address to:
**The GangPlank Club. Navy News,
HMS Nelson, Queen Street,
Portsmouth, Hants PO1 3HH**

Closing date for entries 31st December 1999
The Editors decision is final. Employees and relatives of Navy News are ineligible.

The Gang Plank Club

Please enroll me as a member of The Gang Plank Club.
I enclose a PO/cheque (payable to Navy News) for £3.25

Name

Address

Postcode

D.O.B. Tel No

Joined by: Parent ☐ Grandparent ☐ Other ☐
Do you have any: Brothers ☐ Sisters ☐ Ages ☐
Special interests: Sport ☐ Music ☐ Film/TV ☐
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If you would like any further information before applying, call 01705 733558 or 01705 826040 (24 hr Answerphone)

We will also accept payment by:- Visa, Delta, Access, Mastercard or Switch on orders of £5.00 or more



● PLANE FUN: The Fleet Air Arm Museum at the Royal Navy Air Station at Yeovilton. Captain Plank and the crew had a great day out.

You'll be sky high after your visit

CAPTAIN PLANK and the crew often have a day out when their ship is in dock. Jack knows that the Captain just loves planes so when he heard that there were loads of them at the Fleet Air Arm Museum he got a special invitation for the whole crew.

Here's what they thought of their visit to the museum in Yeovilton, Somerset:

Captain Plank says: "This 'ere museum is fair packed with lovely planes, from the very old ones to that amazing Concorde which makes me head spin with the speed it can go."

"Seems planes come in pretty useful when countries are fighting each other and the men that fly 'em are right brave."

"I was fair humbled by some of the old stories and me and the crew found it very easy to understand as that there museum sets out the stories in an interestin' way."

"Me favourite part was seeing inside the Concorde plane, it's pretty jolly narrow, like one of me ship's passages, and the electronic type things are so high tec they make me ship look like Noah's Ark!"

Jack says: "This Museum is brilliant. It's just made for boys like me! I loved all of it but the best bit for me was 'Carrier'."

THE MUSEUM IS on the B3151 at Yeovilton in Somerset, just off the A303. It opens every day (except Dec 24, 25 and 26) at 10am and closes at 5.30pm between April 1 and Oct 31 at 4.30pm in the winter. Adult tickets are £7, children (5 to 16) £4.50 and family tickets (2 adults, 2 children) £19.

"This is a part of the museum where you go round an aircraft carrier, but its not like being in a boring exhibit, you really feel like you are on board."

"You even get to fly out to the carrier in a helicopter. Well, that's what it feels like! Watch out for the flight deck, it's very noisy!"

"I like the old planes too and learning about the people who flew them who were very brave. My best plane was the Sopwith Pup which was used in World War I."

Susie says: "I thought my visit was great, and it's not a museum just for boys! I really

learned a lot about the history of flying and how planes came to be used at sea."

"I didn't know that girls were in the Navy but I learned that the Women's Royal Naval Service started in World War I. Girls did amazing things and the museum shows this really well."

"I loved 'Carrier' and I enjoyed playing in the adventure playground outside. Because the museum is right next door to where the Royal Navy fly you can even see real Sea Harriers and helicopters flying around overhead!"

THE FAA Museum can also teach school groups what it was like to be evacuated in WWII. To find out more ask your teacher to ring Sue Morse on 01935 840565.

The RNBT is for life, not just for Christmas



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Tel: 023 9266 0296

The Royal Naval Benevolent Trust,
Castaway House, 311 Twyford Avenue,
Portsmouth, PO2 8PE.



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SUPPORTING THE 'RNBT FAMILY'

A behind-the-scenes look the pantomime

THIS IS the time of year when we go to the theatre and shout at the top of our voices: "Oh no he didn't!" or "It's behind you!"

It's the time when girls act boys parts and lots of our favourite TV characters turn up as special stars on stage. Yes - it's PANTOMIME TIME!

But do you know how pantomime all began? Check out these essential pantomime facts...

□ The first staging of a show called a Pantomime was 275 years ago.

□ It was the Romans who brought us the unique style of street entertainment to Britain.

□ In the late 16th Century a special sort of theatre arrived from the continent. It was known as Commedia dell'Arte. Classic old stories were acted out but they always involved lots of participation from the audience.

□ Pantomimes really took off in Britain during Victorian times.

Queen Victoria and her husband Prince Albert loved celebrating Christmas in style and many of today's Christmas traditions comes from that time.

□ Mother Goose is one of the oldest pantomimes, it was first performed in 1806! By the mid 1800s 'Puss in Boots', 'Cinderella', 'Jack and the Beanstalk' and 'Dick Whittington' had all been performed for Victorian children.

□ Every panto has a pantomime Dame, usually a really whacky character! And in pantomime good ALWAYS triumphs over evil!

